

*The*

# SHIPPING WORLD

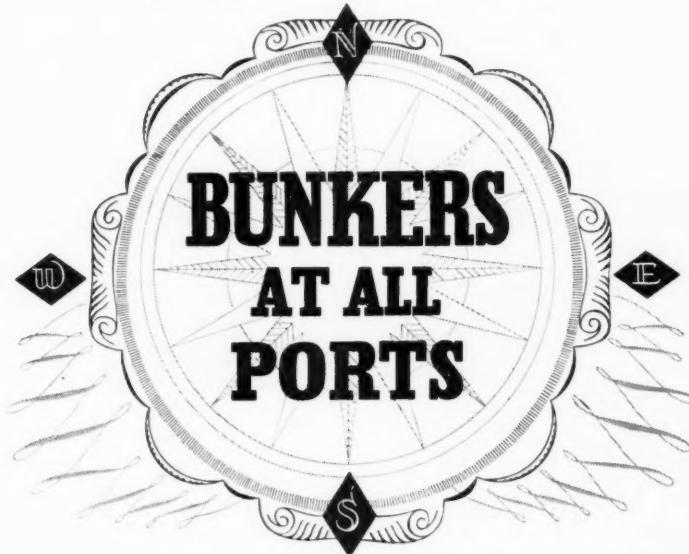
AND SHIPBUILDING & MARINE ENGINEERING NEWS



VOL. CXXIV No. 3023

WEDNESDAY, JUNE 6, 1951

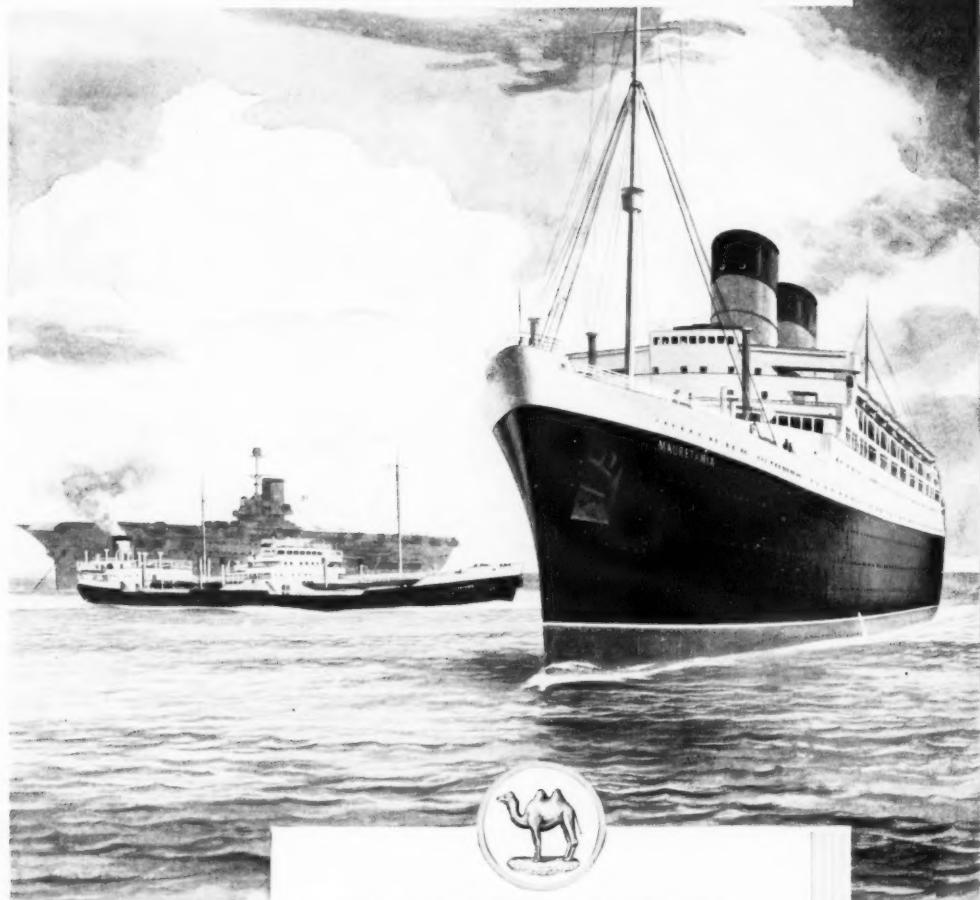
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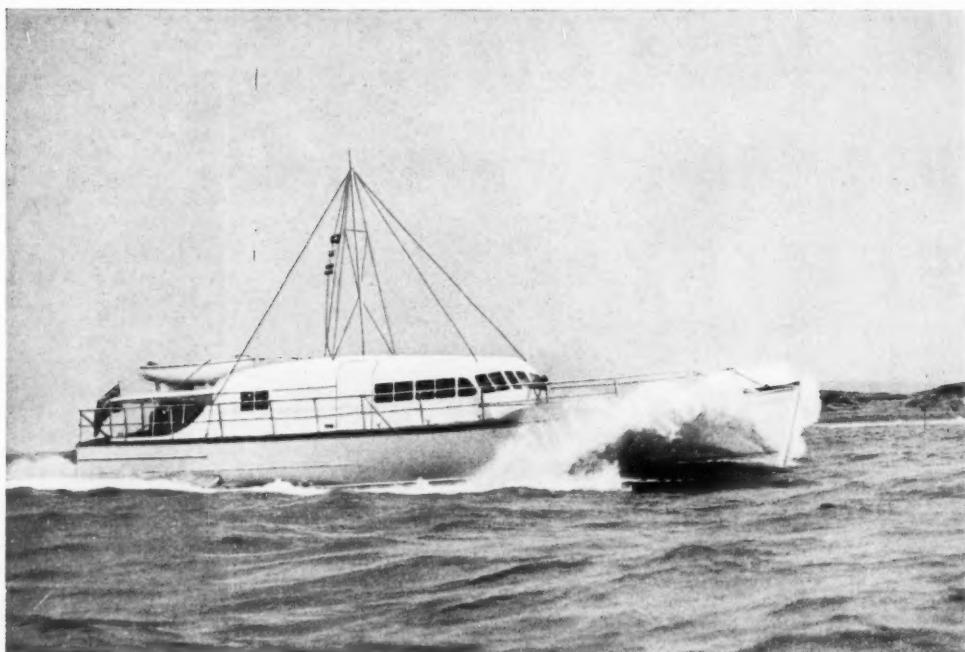
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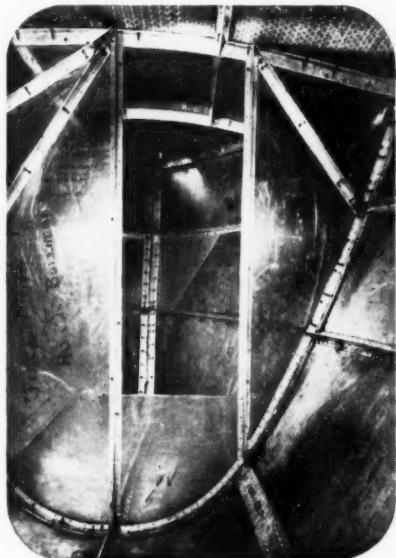
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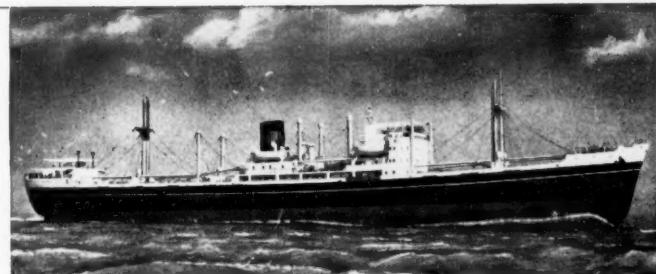
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## diesel auxiliaries

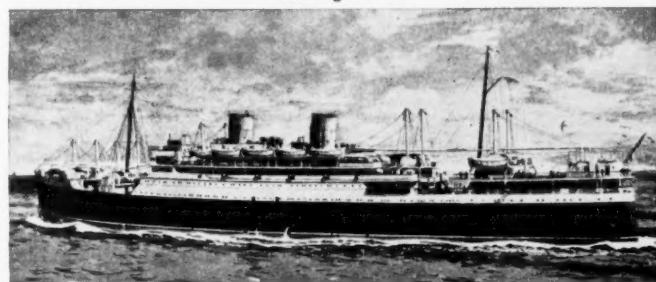
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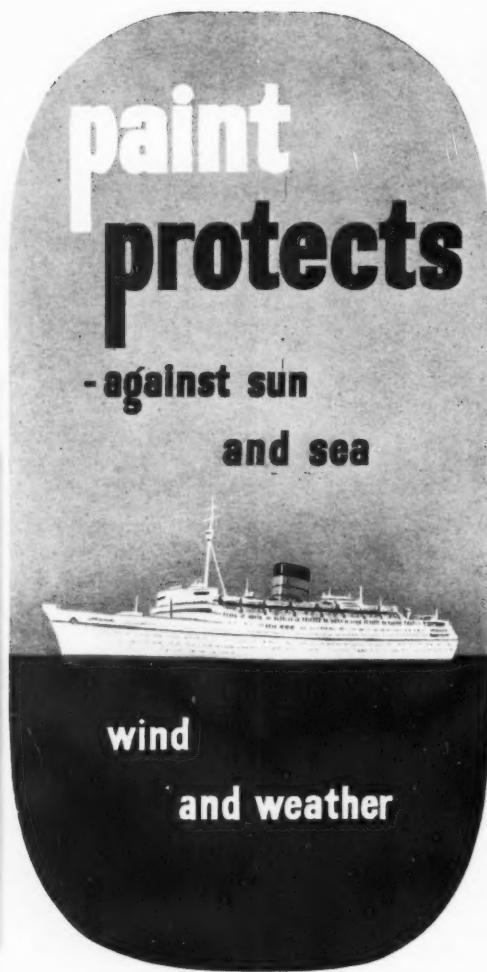
M.V. RANGITATA: New Zealand Shipping Co. Builders: John Brown Ltd.



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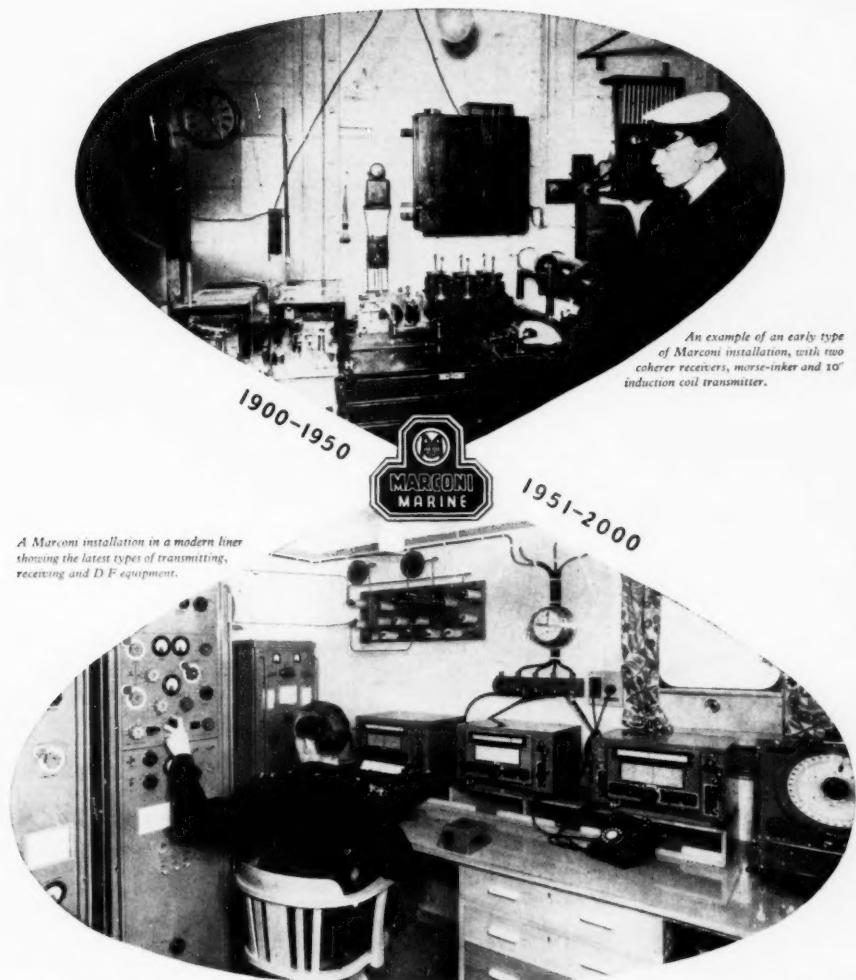
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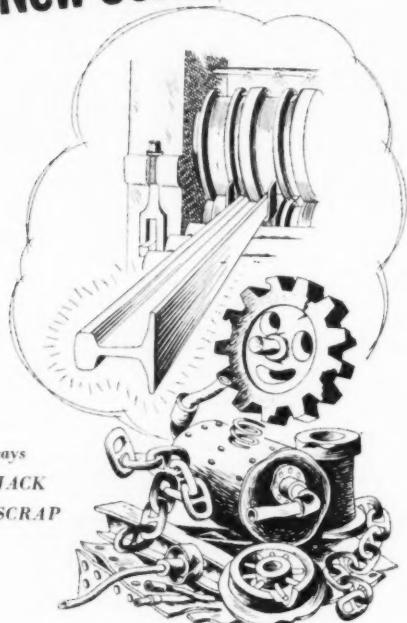
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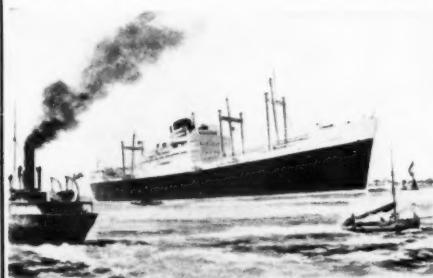
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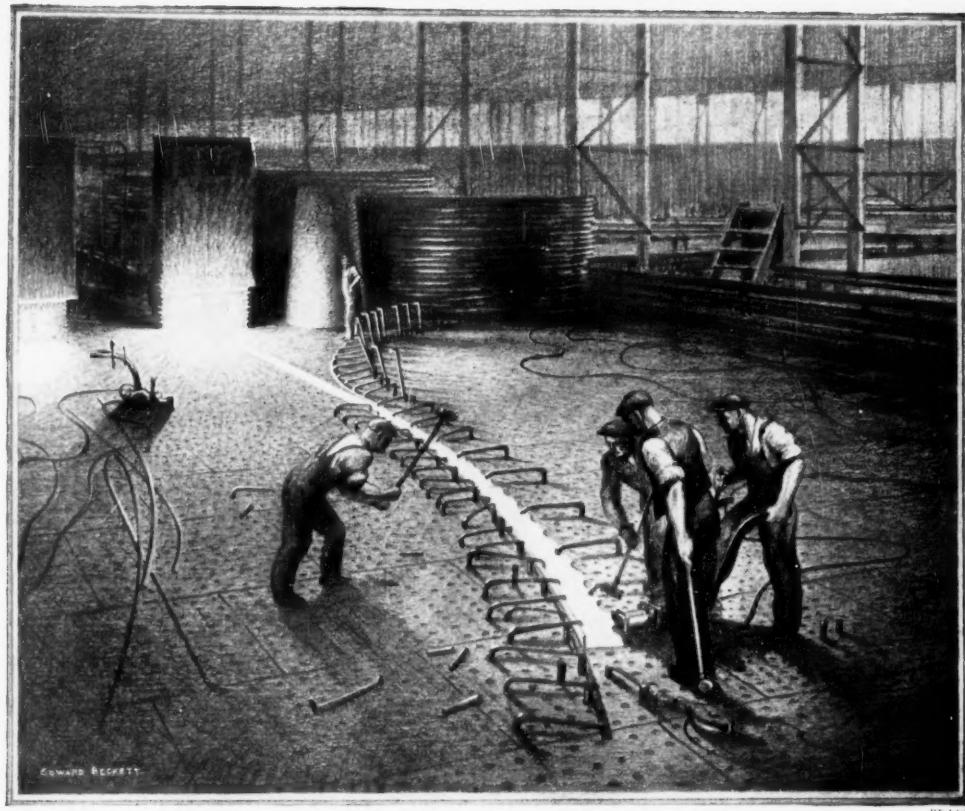


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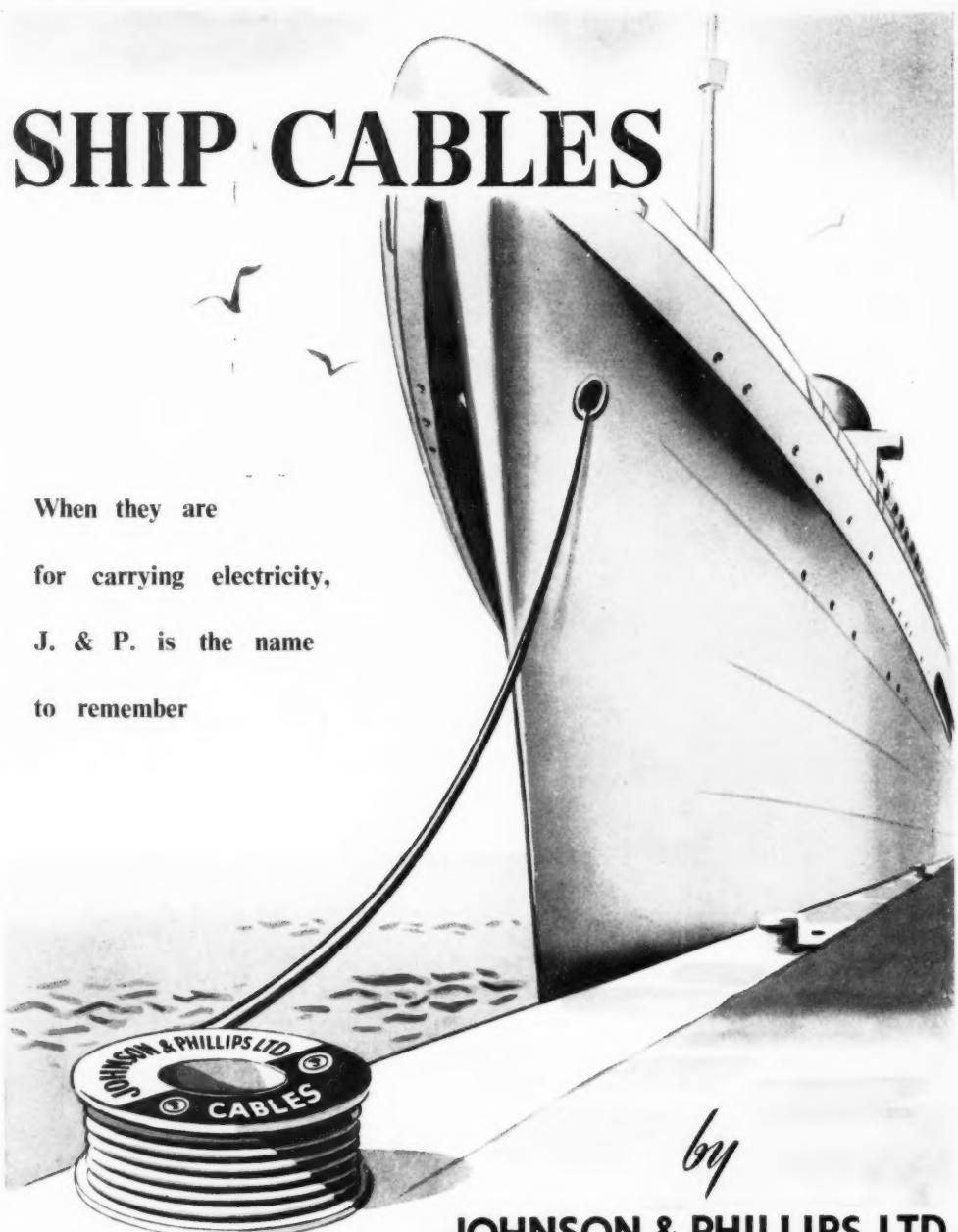
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# "The Price of Peace . . ."

Mr. H. T. N. Gaitskell, Chancellor of the Exchequer, introducing his 1951 Budget

## BUDGET COMPARISONS

Taxes and Duties of Three Peace Budgets

	1914			1939			1951			
	(Mr. Lloyd George)			(Sir John Simon)			(Mr. H. T. N. Gaitskell)			
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## THE SHIPPING WORLD

# ONE HUNDRED YEARS OF BRITISH SHIPPING

THE STORY of British shipping in the last hundred years, as described in the displays which form part of the Festival of Britain, concentrates mainly, and probably rightly in the circumstances, on the technical achievements which have been made in the design and construction of ships and their equipment, on the development of improvements in the accommodation and safety afforded to passengers and crews, and the growth of specialised services. Of the commercial history of the British shipping industry little is said—nor is it a subject which would readily lend itself to display. On the other hand, there is thrilling material in the experiences of the industry in the last hundred years.

When the Great Exhibition of 1851 was in progress a vast programme of legislation was being set in train which was of unparalleled importance to the shipping industry. First was the repeal of the Navigation Acts, which for 200 years or so had discriminated against foreign vessels participating in trade with the United Kingdom. The majority of British shipowners, misguidedly as it transpired, foresaw in this action the doom of British shipping, and it is true that at first the fast American clippers rushed in to take the cream of the trades which had hitherto been protected for British vessels. But this challenge was taken up, and with the help of improvements in steel hull construction and in steam engine design and performance, British shipowners entered the fray and soon won supremacy on the oceans, assisted as they were by the great industrial expansion which was taking place in the world, with Britain in the lead. Steam and sail vied with one another for many years, but the opening of the Suez Canal finally put paid to the account of sailing vessels, and the British regime of steel, coal and steam was established. Sustained by the amazing ability of Sir Charles Parsons with his revolutionary steam turbine, this regime lasted up to the outbreak of the First World War in 1914, although even then the first signs were appearing of the new protagonist—oil. The advantages of burning oil under boilers instead of coal were beginning to appear, and the first marine diesel engines were being given their trials, which were to prove successful.

When war came the British Merchant Navy was able to stand the strain, despite its great losses in ships

and men. When the submarine campaign began in 1917, it was apparent that the Germans pinned their hopes on bringing the war to an end by cutting this island country's lifelines, and the destruction of merchant ships was the main object of German sea warfare, exactly as it was from the very beginning of the Second World War, in which more than 30,000 British seamen lost their lives. That merchant seamen, civilians as they are, should in two world wars have gone to sea without question, knowing the risks they were taking, is a tribute not only to the British character but also to the excellent industrial relations which have been built up between shipowners and their officers and crews.

The period between the wars was not altogether a happy one for British shipping, with its slumps and booms, but gradually the lost ground was regained. There was little stability in the flow of trade, and the growing industrial aspirations of new countries led to an increase of flag discrimination and subsidisation in so many parts of the world that in 1938, for the first time in history, British tramp shipowners were compelled to ask the Government for a building subsidy. Before the effect of this could be properly assessed, the Second World War again altered the picture.

The first postwar problem, that of tonnage replacement, was tackled vigorously, and the passenger and cargo liner fleets restored to their prewar tonnage with faster and more economical vessels than ever before; but their performance has been stultified by the fantastic increase in the time taken to handle them in ports. The tonnage registered in the United Kingdom is once more at the 1939 level; but a far greater proportion now consists of tankers. The exceptional demands of the international situation, together with soaring operating costs, have brought freight rates to a high level; but this has had the effect of keeping obsolescent and uneconomic ships in service, and dismising the seriousness of the replacement problem. Unless the long-term view is taken, therefore, when the reaction sets in, the strength of the British Merchant Navy will prove to be illusory. That is the danger of which Cabinet Ministers, responsible for the nation's defence, commercial as well as strategic, must constantly be reminded.

## Current Events

### The Blind Leading the Blind

Most trade union leaders are embarrassed by the rising cost of everything which goes to make up the family budget. What can they do? They know that the prices of our raw materials, as well as food, have gone up; in some measure the rise has been owing to the policy of bulk buying, which has furthermore disorganised the economic flow of shipping on the trade routes and, having caused a shortage of tonnage, has contributed to the upward movement of freight rates

in recent months. They must know also that the nationalisation of the coal mines, transport by road and rail, and light and power, has led to higher prices, which must be reflected in the cost of manufactured goods as well as services. Furthermore, they must know that, in the last analysis, the onerous taxation in our Welfare State, which is supposed to give security from the cradle to the grave, must be reflected in costs of production. In accordance with their practice of turning a blind eye to unpleasant facts, they keep

silent on the influence of bigger pay packets, of shorter hours of work and of restrictive practices on the cost of living. They are evading these fundamental issues and claim that the investor, who has paid for the land, buildings, plant of the factories or workshops, or the ships which are our lifeline, is really Enemy No. 1. The rank and file of trade unionists up and down the country are being told that they can have all the benefits of the Welfare State in spite of rearmament if profits are taxed still more. The latest declaration to that effect has been made in the annual report of the executive council of the Transport and General Workers' Union, with a membership at the end of 1950 of 1,293,403. In discussing profits, the report states that it cannot be denied that some people, both on the financial and on the industrial side, are making much more money than they ought at this time. "We retain the view that profits which are made in this way, over and above a reasonable return, should be subject to an additional tax" which should be used to reduce prices to the advantage of the ordinary people". Unfortunately, the compilers of this report do not specify who are "some people" or what is considered "a reasonable return" to investors who have risked their savings in founding and developing the business on which employment depends: nor is anything said of the investors who have risked and lost in ventures which, though promising, have failed to achieve success.

#### Down to Brass Tacks

MR. G. LESLIE WATES, the chairman of Johnson & Phillips, Ltd., a firm well known to every shipowner and builder, has produced evidence to confute the widely circulated misrepresentation of the facts. The truth is that the taxation policy which has been pursued by the present Government, and which it is still pursuing, is bound eventually to produce unemployment. In his annual statement to the shareholders, he remarks that taxation, now higher than ever before in any country in the world, is giving him and his colleagues, in common with all firms engaged in productive industry, much concern: "when one couples with it the withdrawal of the 40 per cent initial allowance on new plant and machinery installed, the whole position is most serious". Mr. Wates admits that the 40 per cent allowance was only an anticipation of allowances which would have been made over a long period, but the immediate result is that the management have to provide more cash from their general resources to pay taxes. These are, as he points out, quite out of balance with the reward to shareholders, or the money which managements would wish to plough back into the business for its future stability and steady development. In the case of this particular company, the shareholder gets 5d.—only 5d.—out of every £1 of sales and the Commissioners of Inland Revenue 1s. Id., materials take 13s., wages and salaries 1s. 8d., and research and reserves 7d. The net distribution by way of dividend represents, in fact, only 3.2 per cent on the capital employed in the business. Will it be suggested that 3.2 per cent is more than a reasonable return? The chairmen of other companies, certainly so far as shipping and shipbuilding are concerned, could tell much the same tale.

#### The Effect of Taxation

As has been repeatedly stated in **THE SHIPPING WORLD**, the whole future of the maritime industries, and, indeed, of all industries, is being threatened by a policy of excessive taxation of profits which ignores the increase of replacement costs. "As every unit of plant is scrapped, its replacement costs very much more, but the Government choose this time to take out of industry more and more money which is really its lifeblood". The effect of taxation on the future of this industrial country, set forth in such simple and effective terms as Mr. Wates has used, should be brought to the attention of workers and their leaders. As a start, the executive council of the

Transport and General Workers' Union, with Mr. Arthur Deakin as its secretary, not by any means a group of wild men, might relate these remarks on profits to the criticisms of industrial management made in their report. Is 3.2 per cent more than "a reasonable return" on what is rightly described as "risk capital" as opposed to gilt edge securities—non-risk capital—in which so many trade unions invest their funds? They receive over 4 per cent on 4 per cent Consols and £3 17s. Id. on "Daltons."

#### Shipping and Defence

A SYMPATHETIC hearing was given by John Edwards, Economic Secretary of the Treasury, to the case put forward on behalf of the General Council of British Shipping by Lt.-Col. Austin Bates and Lord Runciman, when he received them recently on behalf of the Chancellor of the Exchequer. The purpose of the deputation was to represent to the Chancellor the disturbance created in the shipping industry by his Budget decision to suspend the 40 per cent initial depreciation allowances. The Chancellor's answer to the arguments put forward will doubtless be revealed during the debate on the relevant section of the Finance Bill, but there is no doubt that unless the shipping industry is exempted from the suspension of the initial allowances, at least for a sufficiently reasonable time ahead, the development of the British merchant navy will be seriously handicapped at a critical moment. The purpose of the Chancellor's proposal, on the face of it, is to cut down the capital expenditure of industry so that resources and production can be concentrated on the requirements of the nation's defence programme during the next three years. Few people will quarrel with the need for a large-scale defence programme, despite the sacrifices inevitably involved, but it is too often forgotten that merchant shipping is an indispensable and vital part of any defence programme. It is unrealistic to treat the merchant navy as separate from rearmament, since an adequate and efficient merchant navy is indispensable to the existence of the nation in peacetime, let alone in time of war. The initial allowances in the last few years have been of great help to shipowners in finding the resources out of which they can order replacements for obsolescent ships at the currently increasing costs of construction. To cut them off from this encouragement to build vital defence assets now would be folly.

#### Inflation and Capital Investment

THE United Kingdom Budget comes under criticism in the latest *Economic Survey of Europe* prepared by the U.N. Economic Commission for Europe. The significant thing about the Budget, it is stated, was not so much the detailed changes as the implied major premise that it was expedient and possible to allow retail prices to increase sufficiently to absorb extra costs and to prevent wages from rising to the same extent. In this connection, it is pointed out that whereas in the Government's *Economic Survey* for 1951 it was assumed that wages would increase in 1951 by 7 per cent over 1950, wages had already increased by 5½ per cent during the first quarter of the year. Whereas retail prices were assumed to increase by 7½ per cent, they have already increased by 5 per cent. As for import prices, the increase of 28 per cent assumed for the whole of 1951 had already been achieved by the end of March, while by that date export prices, estimated to increase by 18½ per cent, had only reached 12 per cent. The optimism of the official forecasts emerges clearly from these comparative figures. The assumption underlying the budget that import prices will flatten out (in fact that inflation outside the United Kingdom will subside), and that inflation in the country can therefore be held within fairly narrow limits, is questioned. On the contrary, it is suggested that the United Kingdom, now that costs and prices are on the move, may prove more vulnerable to cost inflation than many other countries.

Wage claims, it is pointed out, are filed separately by individual trade unions, and the danger that competitive sectional bargaining for wage increases may set up a vicious spiral is thus ever present. The E.C.E. survey also comments on the "curious history" of the initial depreciation allowances. These were raised from 20 to 40 per cent in 1949, when there was no apparent need to stimulate investment demand. Now that they are to be lowered next year it seems possible that business men may be encouraged to do all they can to bring forward their investment plans, so increasing inflationary pressure in the current year.

### Priority for Shipbuilding

IN ALL the shipbuilding districts, the official assurance that shipbuilding is included in the rearmament programme has been very welcome. The Ministry of Supply has reiterated that no authorisations are necessary for steel except for steel sheets, tinplate, terneplate and blackplate. The Prime Minister and the Minister of Supply, it is announced, have both requested suppliers to give preference to orders for the defence programme and for dollar exports. The Admiralty is, of course, sponsoring shipbuilding, and that department considers shipbuilding equivalent to a dollar export. So shipbuilders and their workers have profited from the informed intervention of the naval authorities, and will be thankful. As to the rearmament programme, some firms, including marine engineering firms, have already been approached and offered sub-contracts, but capacity, as the Government has learnt to its surprise, is filled at the moment. The fact is that the Government was slow to realise that merchant ships were vitally necessary in time of war and that the shipbuilding capacity of the country is an important asset which, though under private enterprise, is always at the service of the nation. Once more official planning was at fault. The tendency of Ministers at first was to think of war in terms of tanks and manpower and to forget that we live in a land completely surrounded by the sea. Probably not one of them has read a history of the recent war and been brought to realise that victory, in the last analysis, rested on our sea-air power and, particularly, on ships capable of carrying food and raw materials, without which we cannot live and fight. The organisations of the maritime industries will do well to watch so as to ensure that the assurances which have been given are not forgotten in the general scramble for steel and other things needed for rearmament.

### Communist Planning

"THIS is no ordinary industrial dispute. The Government is convinced that recent waterside troubles in Australia, New Zealand and the United Kingdom are definitely linked together, and emanate from instructions given earlier this year by the World Federation of Trade Unions." That comment by the Prime Minister of Australia was made in discussing the dock troubles which have for so long interrupted the efficient flow of shipping in the Australian trade, in which New Zealand has more recently become involved. The Communists are working according to plan, stirring up trouble at the waterside first in one port and then in another. Shippers everywhere have failed to warn their fellow countrymen of the significance of the movement which is no less than to bring the so-called capitalist countries to ruin. Nor have shipowners been much more alive to the gravity of the matter. There has been a tendency to regard each strike as a trade dispute in the ordinary meaning of that term. Sometimes, the dockers have had cause for complaint, but their case would in normal circumstances be investigated and an attempt made to do them justice. But the policy of the agitators, acting under instructions, is, wherever success is likely, to urge the men to ignore the machinery of conciliation, defy their trade union leaders and withdraw their labour. That is what is occurring all over the world first here and then there,

with consequent heavy losses by shipowners, losses which eventually have to be made good by producers and consumers. The Communists gain all the strength which comes from a carefully prepared plan of action, which is worldwide in its scope, while those who suffer from their machinations act only nationally and sometimes only locally. It should be realised that a battle is being fought and that victory can only be won if shipowners and shippers also take international action.

### Turnround of Tankers

AT A TIME when most shipping spends more time in port than at sea, the tanker alone among ship types has an enviable reputation for rapid turnround. But oil companies are not yet satisfied, and the high level of building and operating costs today is compelling them to consider methods of shortening still further the time spent in port by their tankers. This aspect of tanker operation was discussed in a paper read at the recent World Petroleum Congress by Mr. Edward Stokoe, of B. & R. Redwood, Antwerp. As might be expected, Mr. Stokoe was concerned with the discharging side of the matter. Under ideal conditions, the cargo discharging time would depend almost entirely on the oil handling capacity of the tanker's pumps, but, in practice, various other factors may influence considerably the time required. When more than one grade of cargo is carried, for example, the number of ship's pumps which can safely be operated simultaneously may be limited by risks of cargo contamination, or by considerations of trim. Similarly, the shore discharge facilities which can be allocated to the tanker may be affected by other operations in progress ashore, and the procedure actually followed is thus often a compromise between the ship and shore ideals. Mr. Stokoe discussed the problems involved in ensuring rapid discharge, and made a number of suggestions for improving things. A point which he did not mention, but which may soon have to be taken into account if tanker turnround is speeded up still further, is the attitude of the crew to even shorter spells in port. Already the master of a tanker has sometimes barely sufficient time to transact the ship's business while in port, and the crew as a whole, with in most cases little incentive to go ashore at the loading ports, value the time spent at ports of discharge correspondingly higher.

### Financial Strength

IN THE calendar year 1950 Harland & Wolff had once again the distinction of achieving the largest launchings total (158,000 tons gross) of any shipyard in the United Kingdom. This satisfactory outcome to a year of well-planned activity brought in group trading profits of £1,311,000 (against £1,317,000) after allowing depreciation of £417,000 (£416,000) and certain other charges. Tax absorbed £796,000, against £724,000, and there was left a net profit of £778,000, by contrast with £679,000. Tax provisions no longer required totalled £809,000 and the repeated dividend of 7 per cent, costing no more than £162,000 net, had ample cover. Reserves receive substantial reinforcement. They now amount to £4,403,000 (excluding the future income tax account of £736,000), and slightly exceed the issued ordinary capital of £4,396,000. At the close of the year, net working capital was £5,385,000 and had an adequate liquid content to which substantial payments on account of work in progress usefully contributed. The cash holding alone was £2,025,000 so that capital commitments of £303,000 are amply provided for. Another strong feature of the consolidated balance sheet is the evidence it carries of the very conservative book value of fixed assets. There is every promise, subject to the availability of a sufficient supply of steel, timber and other raw materials, and of labour, that the company will remain profitably occupied for a long time ahead.

### "Sub-Standard Ships"

SWIFT action followed the discovery of the unsatisfactory condition of the steamer *Filadelfos*, registered

under the flag of Panama. The vessel is reported to have arrived in Gothenburg on May 15, when the Swedish dockers preparing to discharge the cargo found that the winches could not be operated properly. The Swedish maritime authorities, having examined the vessel, forbade the use of the winches and ordered the vessel to be charged with quayside cranes. At the same time, permission was refused for the vessel to leave port until repairs had been carried out to the lifesaving equipment, particularly the lifeboats. The Panamanian Consul having been informed, he inspected the vessel himself and took away the ship's certificate, informing the master that it would be returned only when the Swedish authorities were satisfied that she was fit to go to sea. Just over a year ago, it may be recalled, the *Filadeljos* was held up by the Rotterdam Shipping Inspectorate in similar circumstances. Not unnaturally, the Swedish Seamen's Union, an affiliate of the International Transportworkers' Federation, carried out an inspection of the crew's quarters. They reported that conditions on board were "indescribably primitive and that even the most basic amenities for the crew were lacking," that the equipment "showed every sign of having lain on the sea bottom for a considerable length of time," and that the crew of 29, mainly Greeks, were being paid sub-standard wages with extremely poor food. The Swedish Union immediately telegraphed the owner proposing an agreement based on the current Swedish contract, regulating conditions on board in conformity with internationally accepted standards. Failing acceptance, it was stated that the *Filadeljos* would be boycotted by the I.T.F. dockers' affiliated unions in all ports. Immediate acceptance was secured and an agreement signed on May 18.

#### Modern Crew Accommodation

BY CONTRAST, the majority of ships today, including those under the flag of Panama, do their utmost to make life at sea congenial for their crews. An excellent example is the accommodation provided in the new tanker *Nerma Dan*, just delivered by Lindholmens Varv, Gothenburg, for the J. Lauritzen Company, of Copenhagen. Life in tankers tends to be less attractive to seamen, because of the comparatively short time spent in ports and in ports which generally are far removed from centres of population. In addition to the excellent standard of quarters in the *Nerma Dan*, with curtains, carpets, paneling and pictures, there is a rich collection of library books as well as a sound projector for cinema entertainment. An additional feature, which is believed to be something new for a cargo vessel, is the provision of a workroom for officers and crew to pursue their hobbies. The workroom is in two sections, one of which can be used either as a darkroom for photographers or as a bookbinding shop. The other section is reserved for wood and metal work, being fitted with a carpentry bench, lathe, drilling machine and so on. Even instructional books on various hobbies are provided. The *Nerma Dan*, incidentally, marks a further step in the progress of the J. Lauritzen fleet. Not only is she the largest vessel in the fleet, being a motorship of 16,010 tons d.w., but she is also the first tanker to fly the company's flag. The company has two sister ships on order at the same shipyard.

#### Norwegian Hull Insurance

In a long and interesting paper read before the Institute of London Underwriters, Mr. Lief Strom-Olsen, a Norwegian average adjuster, gave an outline of the Norwegian hull insurance system which, in his conclusion, he said was unnecessarily involved and could be simplified. Norwegian hull insurance is subject to an Act of Parliament and a "plan," the latter being a voluntary code embodied in the policy by specific agreement and dominating the contract. A salient point emerging from Mr. Strom-Olsen's paper is that while the Norwegian hull policy contains an insured value, this, unlike the English policy, is not a

special value for total loss purposes. Later he said that with regard to total loss, "condemnation" was the most important matter, and condemnation is the equivalent of constructive total loss. Here, however, British and Norwegian practices diverge. In the first place, under Norwegian conditions, condemnation may take place when the cost of repairs exceeds 75 per cent of the repaired value, and this leads to the second point, which is that it is not the insured but the repaired value which is the value taken for constructive total loss purposes in Norwegian practice. Again, where the English policy has a fixed franchise, and all claims exceeding that franchise are paid in full, the Norwegian policy has a "deductible" franchise, based on tonnage and ranging from Kr. 0.50 per ton, with a minimum of Kr. 100 for vessels of under 500 tons gross, up to Kr. 1,150 plus Kr. 0.10 per ton for vessels of over 5,000 tons gross. There are many other variations between Norwegian and British practice, and it could be argued interminably which is the more favourable to shipowners, but, intricate and complex as is the cover of the archaic wording of the traditional English policy, it is less involved and certainly expressed in fewer words than that of the Norwegian policy, incorporating the multitudinous provisions of the Norwegian "plan."

#### Panama Canal Reorganisation

AS FROM the beginning of next month the Panama Canal and Panama Railroad Company, organisations which, respectively, have had 46 and 102 years of existence, will give place to the new organisations which will be known as the Canal Zone Government and the Panama Canal Company. The Canal Zone Government will be responsible for civil administration, roads, police and fire protection, sanitary services, health, education and the like, while the Panama Canal Company will act as a single financial and administrative structure for the operation of the canal and commercial activities. The company will have three principal divisions, one dealing with housing, one with commercial activities such as the railroad, steamship and hotel services, bunkering and public utilities, and the third dealing with the operation of the Panama Canal as an international waterway. This is the division which will be responsible for the transiting of vessels through the canal, the maintenance of the waterway and its navigational aids, and the operation and maintenance of the locks and their machinery. Most of the cost of the Canal Zone Government must now be met from the revenues of the Panama Canal Company, including the \$340,000 annuity payable to the Republic of Panama, which was formerly met by the United States Treasury, and the new statutory framework for the operation of the Panama Canal provides that canal tolls will be fixed at rates sufficient to cover the expenses of operation, including interest and depreciation charges, of the canal division of the Panama Canal Company, in addition to a proportionate share of the net cost of civil government.

#### SAYINGS OF THE WEEK

##### UNHEALTHY PRICE LEVELS

"There can hardly be any doubt that present prices are unhealthy and it will, therefore, be a relief to me and my colleagues, and I am sure to our customers as well, to see prices on the not too distant future recede to a saner and healthier level. In the meantime, the prevailing high prices have not visibly affected the combined demand in the markets."—Sir F. Michael K. Kielberg, chairman of the United Molasses Co., Ltd.

##### AN ALL-OUT EFFORT

"If we, and the country in general, are to keep faith with our commitments and contribute an all-out effort to the defence programme, it will be absolutely necessary for everyone of us to exert the utmost effort and give of our best. We must not forget that our efforts benefit not only ourselves, but the community we live among and our country as a whole."—Sir Robert S. Johnson, chairman and managing director of Cammell Laird & Co., Ltd.

## ON THE "BALTIC"

### BALANCE OF SUPPLY AND DEMAND IN HOME WATERS

By BALTRADER

IT IS not possible, as it was two months ago, to describe the freight markets as strong and advancing on all fronts; but a large amount of tonnage has been chartered ahead, and shipping is widely dispersed. Only a moderate supply of shipping is available for service on this side, where inquiry is well maintained for vessels to go in ballast to North America for grain or to Cuba for sugar. At the same time, timber and phosphate charterers are offering plenty of alternative employment from the Baltic, Mediterranean and West African ports. The best indication of the balance of supply and demand in home waters is the steadiness of rates for time charter with delivery in the United Kingdom or near Continent. For round voyages, recent fixtures have been at 52s. 6d. for ordinary types of oil-burning steamer, while 65s. per month was paid last week for an "Empire" diesel vessel to make the outward trip with redelivery in Australia. In the latter case, an advance of about 5s. was secured, but the order had been neglected for some time in view of the decline of the homeward market from Australia. It may be added that owners do not lightly, or without strong inducement, charter their vessels to be handed back to them in Australia. They know that they will be placing themselves at the mercy of the waterside workers, who may choose to inflict on them crippling expenses through delays at Australian loading ports.

#### Little Maize Expected

The homeward market from the River Plate has further weakened and it would not be surprising if there were a stiffening of outward freights to the Argentine, as in the case of Australia. Reports from the Argentine do not suggest that any noticeable improvement in demand for homeward tonnage may be expected in the next few months. Europe is buying grain sparingly in that quarter and there is no mention of the movement of Argentine maize, although it used to be commonly exported from May onwards. It may be that later in the summer there will begin to be a few cargoes of maize per month for export, spread over the following year, but earlier estimates of the surplus have been considerably reduced. It seems that still another year will pass without Plate maize as an important factor in the employment of tramp shipping. However, the Argentine Government has at last shown a realisation of the importance of maize in that country's economy. By increasing the share of the growers in the sale price of maize, the Government has made it probable that more maize will be sown and plucked in future.

Another homeward market which has shown signs of weakening to some extent is that from Manchuria and North China. For loading soya beans and grain in those countries there appear to be rather more ships than cargoes available, to judge by the interest displayed by owners in every homeward cargo which appears. The alternative of dispatching their vessels across the Pacific in ballast to British Columbia does not appeal to owners who are willing to trade to Dairen and neighbouring ports. This is due to the very high rates paid for such employment, as well as to the poor dispatch which has been the lot of vessels loading at North Pacific ports for some time. This applies more particularly to vessels loading in British Columbia for account of the Timber Control. The charterers, it will be remembered, some months ago met with difficulty in attracting tonnage from distant areas to the North Pacific and were constrained to take up a large block of vessels on time charter. These ships and others chartered on voyage basis overstrained the loading facilities in British Columbia; it was natural

that the Timber Control should make every effort to expedite the loading of the tonnage, for which it was paying large sums of hire on time charter. Owners of vessels chartered on voyage basis have thought that their vessels received second priority after that of the time-chartered ships. However that may be, there have lately been cases of much delay in British Columbian lumber ports. Rates of freight may increase for loading lumber and grain in the North Pacific if the Far Eastern market keeps fairly steady. The amount of inquiry from British Columbia seems to indicate a better market than would be judged from the number of fixtures; some business has been offering firm for weeks without any appreciable response from owners.

#### The Freight Market

Quieter conditions have ruled in the freight markets during the past week and in most directions rates are easier inclined, particularly in the Eastern trades. Fixtures from Australia include full range to U.K., 8,200 tons, bulk wheat October/December, 150s., a decline of 5s. on the last business; also Eastern States to West Italy at 145s. bulk, for October/December, a decline of no less than 15s. on the last rate for this direction. In the Far East the *Langlegale*, 9,000 tons, has been fixed from North China to India for mixed cereals, July loading, at the lower rate of 130s.; and the *Antonis*, 10,200 tons, has accepted 195s. to Antwerp or Rotterdam for a similar cargo. In the Mediterranean rates remain firm and the Committer have conceded the higher rate of 90s. for grain carriers from the Black Sea to the United Kingdom for July loading. Iron ore rates also remain steady. Several fixtures have been concluded from the American Northern Range to the U.K. at the steady rate of 25s. per quarter heavy grain, but three vessels have been fixed for sugar from Cuba to this country for July loading at 155s., a decline of 5s. on previous business.

On time charter the easier conditions in the Australian market have compelled the liner companies to concede much higher figures for the trip out. Fixtures include *Willesden* (m.s.), 10,100 tons d.w., 488,500 cu. ft. bale, 12 knots on 14 tons, delivery London July, redelivery Fremantle-Brisbane range 65s.; and *Amersham* (oil burner), 9,780 tons d.w., 490,000 cu. ft. bale, 10 knots on 20 tons, delivery Tyne July, redelivery Australia, 60s.

#### RECENT PUBLICATIONS

Spanner Boilers, Ltd., have produced brochure No. 14, which deals with "Swirlyflo" patent automatic waste heat installations for marine work.

The current issue of *The Ships' Bulletin*, house organ of the Esso Shipping Company, contains an illustrated account of the new Trans-Arabian Pipeline.

Radio, television and electronic equipment, which British manufacturers have done so much to invent and develop and are now exporting to the value of nearly £18,000,000 a year, is reviewed in a booklet published by the Radio Industry Council (Great Britain) for circulation overseas in connection with the next National Radio Show at Earls Court, London, from August 28 to September 8, 1951.

The annual report for 1950 of the Timber Development Association gives an account of many design and research projects undertaken during the year, including designs for storage sheds, packaging and roofing, research on marine borers and deck timbers. A first inspection was undertaken of the comparative decking laid in the *Nottingham* on her return from her maiden voyage and it is stated that the colour of agba was very good, being lighter than teak. A special report on "Ships' Decking" has been circulated to the British Shipbuilding Research Association.

# COAL AND OIL

## UNITED KINGDOM REFINERY CAPACITY GROWS

SINCE it deals with inland consumption figures only, the pamphlet published recently by the Petroleum Information Bureau is in general of little interest to the maritime industries. But in one respect the figures given are certainly of interest, as they show the way in which refinery capacity in the United Kingdom is growing at the present time. Refined petroleum products emanating from British refineries in 1949 amounted to just over six million tons, but in 1950 the total was well over 9 million tons. Refinery capacity, in fact, increased by 50 per cent. An additional three million tons of crude thus required carriage to this country in 1950, and this was carried as far as possible in tankers with a capacity of 20,000 tons or more—the most economical vessels for the purpose. When it is realised that by 1952 or 1953, when the refinery expansion programme of the United Kingdom is complete, 20 million tons of crude will have to be brought into the country annually, the apparently insatiable appetite of the oil companies for chartering tankers of large size a number of years ahead can be understood. And this development is being paralleled, although on a smaller scale, in a number of other European countries. As the refineries in the oil producing countries continue, when permitted by the politicians, to operate at full capacity, it is evident that all this additional refinery capacity will demand corresponding additional tanker capacity.

### France Changes to Oil

ALTHOUGH French coal output has been increased to a figure well above the prewar level, the impossibility, in the absence of sufficient British coal, of satisfying the balance of French coal requirements has led to a very considerable swing over of internal fuel consumption from solid to liquid fuel. Unlike most European countries, France was able in the years between the wars to refine within her own borders almost all the oil she required: since the war, the existence of this capacity has facilitated considerably the growth of the French demand for oil, as it has reduced the amount of foreign currency needed. Nevertheless, it was the lack of foreign currency that limited French oil consumption in the first few years after the war. With the establishment of the European Payments Union last autumn, however, sterling oil could be freely imported, and, in addition, agreements with American oil companies have been reached, similar to those made in the United Kingdom, whereby a proportion of the oil supplied by these companies to France is paid for in francs. But even before this, the progress of heavy oils in French consumption had been so considerable that in the summer of last year Charbonnages de France asked for an assurance from the Union des Chambres Syndicales de l'Industrie du Pétrole that the Monnet Plan target would not be exceeded. This assurance was given, and in fact the total internal sales of gas, diesel and fuel oil last year were 2 per cent below the official target. If British coal were available more freely at some future date, its marketing might cause some difficulty in the face of trends such as this.

### A Quieter Month

MUCH quieter conditions have prevailed in the tanker market during the month of May and rates of freight have decreased considerably from those ruling at the end of the previous month. Davies & Newman, Ltd., report that inquiry for tonnage was rather limited during the early part of the month, but later there was sufficient demand to prevent a further falling off in rates. British major oil companies have been practically inoperative during the whole of the month,

although they have concluded a few fixtures of dirty vessels for sterling payment at rates down to MOT plus 60 per cent. French charterers have also been rather quiet during the month, but a few vessels have been fixed from the Persian Gulf to France at rates equivalent to USMC plus 25 per cent. Inquiries for dirty tonnage from the Persian Gulf to Lisbon and Persian Gulf to Gothenburg have been covered at MOT plus 70 per cent. There has also been a reduced demand for clean tonnage, and rates of freight have declined equally in this section of the market. A large clean vessel was fixed from the Caribbean Sea to U.K./Continent at MOT plus 70 per cent, while subsequently a similar sized vessel obtained MOT plus 77½ per cent from the Caribbean Sea to Sweden. A handy size vessel was fixed from the U.S. Gulf to Algiers and Tunis at a rate which was equivalent to USMC plus 35 per cent. A handy size vessel was fixed in the early part of the month from the Caribbean Sea to Buenos Aires for three voyages at MOT plus 125 per cent, and an Italian dirty T2 was chartered for three voyages from the Persian Gulf or Caribbean Sea to U.K./Continent at MOT plus 55 per cent.

### OFFICIAL NOTICES

#### Increases of Capital

KINGSTON NAVIGATION & TRADING CO., LTD., shipping, etc., Roland House, Princes Dock Side, Hull.—Increased by £19,000, in £1 ordinary shares, beyond the registered capital of £1,000.

MORY & CO., LTD., shipping, forwarding and aeroplane agents, etc., Cunard House, Leadenhall Street, London, E.C.3.—Increased by £30,000, in £1 shares, beyond the registered capital of £35,000.

### BOOK REVIEWS

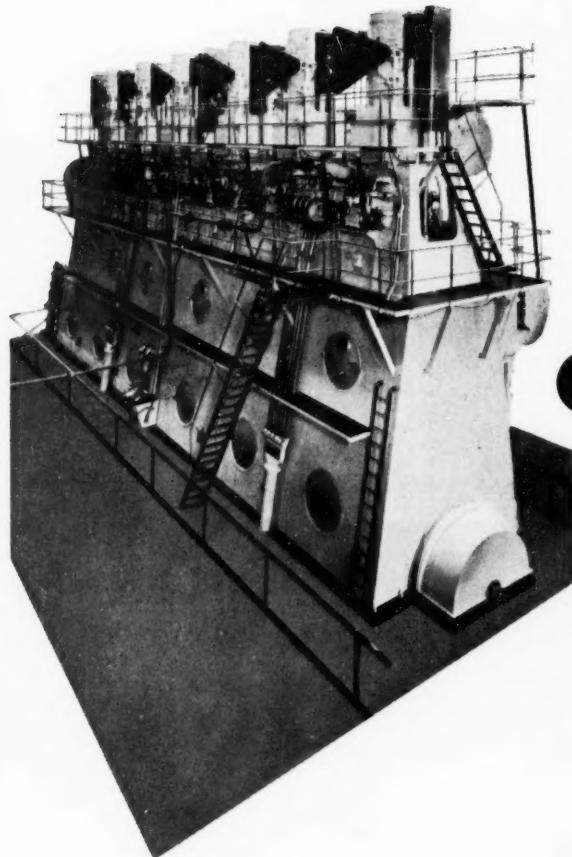
*Shipping Law*, by Lord Chorley and O. C. Giles. (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price, 30s.)

This is the second edition of the general elementary textbook on the law relating to shipping which was first published in 1947. It has been revised throughout and brought up to date by the inclusion of recent statutes. The sections on the bill of lading as a receipt, liability for freight, double insurance, and the F.C. & S. clause have been rewritten and the York-Antwerp Rules, 1950, discussed.

*The Abridged Nautical Almanac for 1952*. (H.M. Stationery Office, price 8s. 6d.)

The *Nautical Almanac* has been completely redesigned with this edition. For several years there has been an increasing realisation of the theoretical simplicity of the direct tabulation of Greenwich Hour Angle, enhanced by the comparative ease of use of the *Air Almanac*. The present *Almanac* is the outcome of a long study by H.M. Nautical Almanac Office into the theoretical and practical advantages of the various possible forms of tabulation; this confirmed that Greenwich Hour Angle not only had the advantage of simplicity, but also was the quickest form of tabulation to use, provided comprehensive interpolation tables were available. It was clear that an almanac tabulating both right ascension (or *R* and *E*) in time and Greenwich Hour Angle in arc, could not do full justice to either method; yet a substantial overlap with the older form appeared to be essential. The redesign has accordingly been deferred until the Greenwich Hour Angle concept had become familiar to most navigators, and until adequate notice of the general form of the *Almanac* could be given. The present edition is being published early and a *Supplement* containing specimen pages for 1951, together with instruction for use, is issued free with each copy to enable users to familiarise themselves with the new method while the older form of almanac is still available.

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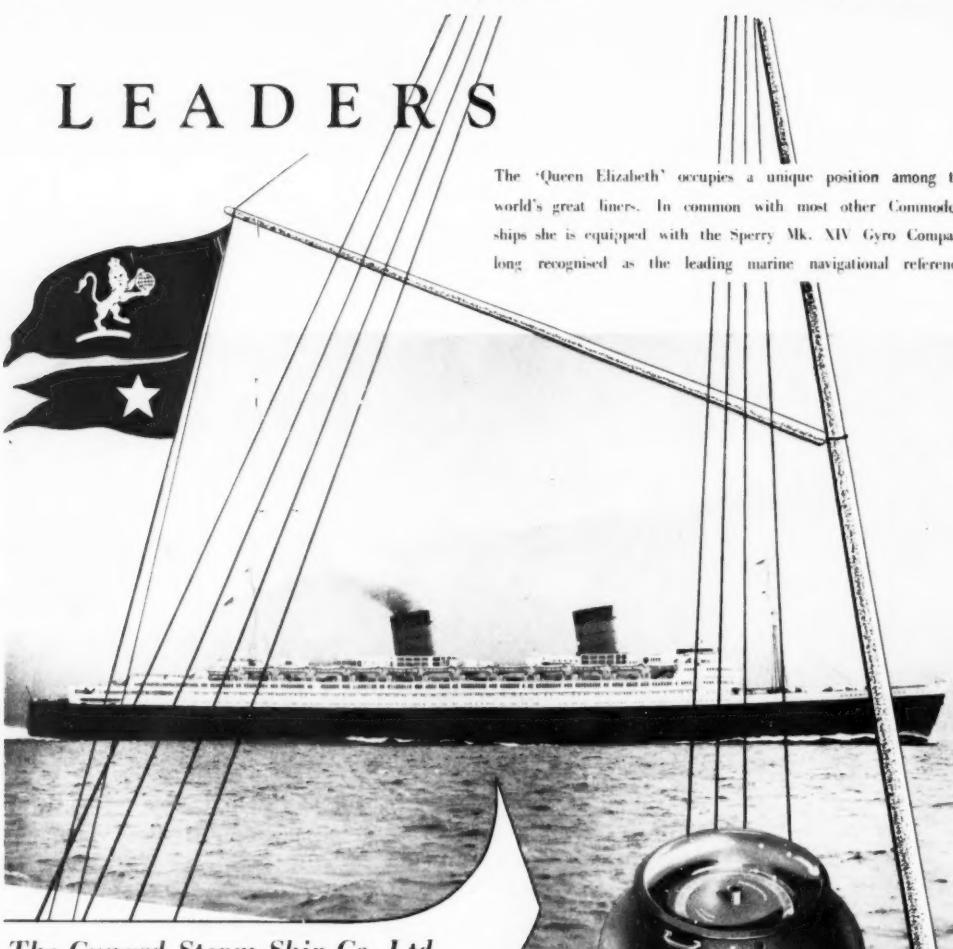


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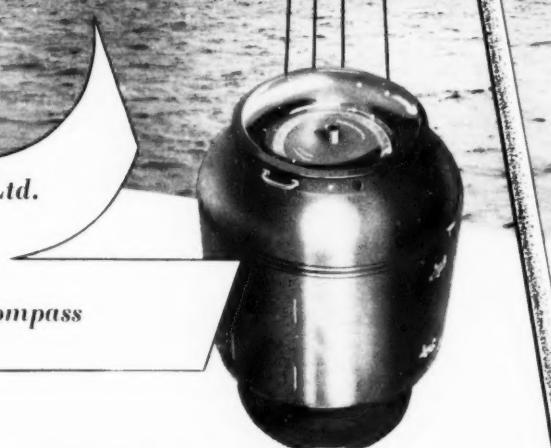
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# DANISH SHIPPING AND SHIPBUILDING

COPENHAGEN PORT TRAFFIC : NEW PASSENGER SHIP FOR NORWAY

By THE SHIPPING WORLD'S Own Correspondent

THE ACCOUNTS of the Port of Copenhagen for 1950 show a good advance both in the traffic and the turnover of goods, which had risen by about 13 and 14 per cent respectively. There was a profit of about Kr. 1.2 mn. compared with Kr. 0.8 mn. in 1949. The increase in traffic was from 7.7 mn. net register tons in 1939 to 8.7 mn. in 1950. The turnover of goods rose from 6.5 to 7.4 mn. tons. The considerable rise in the turnover of goods was mainly due to the increased imports by sea. The rise covers many categories, but special notice may be made of the three groups—oil and petrol, coal and coke and wood and timber—which rose by 7.8, 18.3 and 16 per cent respectively. Operating revenue increased by about Kr. 1,451,000 compared with 1949, while working expenses rose by about Kr. 1,023,000. The profit of Kr. 1.2 mn. could tempt optimism, but the Port Manager strongly warned against this. When the falling purchase value of the Krone is taken into consideration it is found that the business outcome of 1950 is more than halved in comparison with 1938, the last normal prewar year. Traffic had been extraordinarily large in 1950 and also during the first four months of this year, but the Port Manager considered it probable that the fall in purchasing power and the reduction in Marshall Aid would cause traffic to decline. Furthermore, a considerable fall in income will take place if the import of fuel is reduced and replaced by home fuel. Traffic in the Port of Copenhagen during April amounted to 2,114 vessels, totalling 744,463 tons net. Of the various nations Denmark was first with 421,124 tons, followed by Norway with 86,664 tons, Sweden 78,620 tons, Germany 36,326 tons and England 31,582 tons.

#### Norwegian Danish Trade Agreement

A Norwegian/Danish trade agreement has been signed in Oslo to cover the 12 months period from April 1. The main Danish export goods are 40,000 tons of sugar, 14,000 tons of malt barley, 10,000 tons of molasses, machines and apparatus valued at D.Kr. 16 mn., products of iron and steel at Kr. 4.5 mn., medical goods and electrical material. Danish imports from Norway mainly consist of 360,000 tons of saltpetre, 10,000 tons of raw and refined whale oil and other marine oils, 34,000 tons of wood pulp, 10,500 tons of newsprint, and other paper and cardboard to the value of D.Kr. 21.5 mn.

#### 40 Years with Burmeister & Wain

On April 25 Mr. Georg Dithmer celebrated his 40 years' jubilee at Burmeister & Wain's yard at Copenhagen. Mr. Dithmer was born in Roumania, where his father was Danish Consul General, and his childhood and early youth were spent in Switzerland. He received his engineering training in Germany. Mr. Dithmer came home to Denmark in 1911 when plans were in hand for the building of large motor vessels. He immediately got employment at Burmeister & Wain, where he quickly advanced. As early as 1917 he was head of the construction department of the ship designing room. Thereafter followed appointments as departmental engineer, chief engineer and sub-manager. In 1936 Mr. Dithmer was admitted to the board of directors and his name has become well known and valued in the shipbuilding industry. It is not only in the Burmeister & Wain and affiliated companies that Mr. Dithmer has done great work, but also in the iron industry unions and engineering organisations. Mr. Dithmer is a member of the Academy of Technical Science.

Aarhus Staalskibsværft has been sold by the liquida-

tion committee to Mr. Axel Gruhn, manager of the Sabroc factories, for about £12,500. This limited company, which was started during the war, was taken over by the Danish Government after the liberation owing to charges against the owner, Mr. Willy Johansen, of cooperation with the Germans, and has since been run by a liquidation committee. The company's share capital is £25,000 and about 70 to 80 persons are employed.

#### Trawlers for Russia

A contract has now been signed for the building of eight wooden trawlers for Russia. The vessels will be of Danish oak and will cost about Kr. 1.5 mn. each. Delivery is to take place within about two years and the order will be distributed between five Danish yards at Nykøbing Mols, Nyborg, Korsør, Frederikssund and Faaborg. Burmeister & Wain are to deliver two 2-stroke single-acting 12-cylinder crosshead diesels for the two 30,000-tons tankers recently ordered by the Norwegian owners Sigval Bergesen d.y. & Co., at Rosenbergs Mek. Verksted. The diesels will produce 13,000 i.h.p. with cylinder diameters of 740 mm. and 1,600 mm. stroke. Mr. Ove Skou of Copenhagen has ordered a further motor cargo liner of 6,700 tons d.w. from Howaldtswerke, Kiel. He now has two on order at that yard as well as two at Burmeister & Wain and one at Elsinore. Mr. A. P. Møller of Copenhagen has ordered two 9,400-tons diesel cargo liners from Howaldtswerke.

#### New Deliveries

Aalborg Værft has delivered the passenger motor vessel *Nordlys* to Det Bergenske Dampskibsselskab, Bergen, who will use her on the run between Bergen and Kirkenes. The vessel's main dimensions are 265 ft. 2 in. by 40 ft. by 23 ft. 6 in., and her draught is 14 ft. 9 in. She is built to the highest class of Norwegian Veritas and is strengthened for ice. There is sleeping accommodation for 204 passengers in first and second class and she will have a certificate for 450 passengers. She is provided with modern passenger accommodation and the four large saloons are arranged on the self-service principle. As the vessel will mainly be employed as a passenger and mail ship, she has only two cargo holds totalling 24,000 cu. ft. capacity. Both holds are insulated and can be cooled down to 2 degrees Centigrade below zero. Her cargo handling gear comprises two 1½-tons and one 3-tons deck cranes. The engine is a direct reversible single-acting 8-cylinder two-stroke enclosed diesel with forced lubrication and solid injection. The engine produces 2,950 e.h.p. at 185 r.p.m. and on trials the vessel did just over 17 knots. The auxiliary engines include three 4-cylinder diesels each of 200 e.h.p. at 425 r.p.m. On May 11 Lindholmens Varv delivered the 16,300-tons d.w. motor tanker *Nerma Dan* to J. Lauritzen, of Copenhagen. Her 6,300 h.p. engine gives her a speed of 13 knots fully laden. The many facilities supplied for the crew include hobby workshops and a cinema.

#### Port of London Festival Exhibition

A Festival Exhibition is now open in the main entrance hall of the Port of London Authority Building. The exhibition will be open (admission free) from 10 a.m.—5 p.m. daily, Mondays to Fridays, until the end of September. The exhibition includes an illuminated model demonstrating shipping routes and London's principal imports and exports; a 22 ft. 6 in. model of the River Thames and the Docks with over 150 model ships at their berths; a model of the 150-ton floating crane *London Mammoth*; and models of the Royal Victoria Dock in 1909 and in 1951.

## United Molasses Co., Ltd.

Statement by the Chairman

THE following are abstracts from the statement by Sir F. Michael K. Kielberg, K.B.E., chairman of the United Molasses Co., Ltd., circulated with the directors' report and accounts for the year ended December 31, 1950:—

As the accompanying profit and loss account discloses a gross trading profit of £3,592,941 compared with £2,145,959 and a net profit of £1,213,682 compared with £786,426 for 1949, I think you will admit that the results for the year more than justify the cautious optimism to which I gave expression a year ago. The substantial increase in the consolidated earnings is partly due to the inclusion for the first time of the earnings of the Anchor Line, Ltd. (£554,961 gross and £117,539 net), but mainly to the increased earnings of our fleet of tankers which reflect the growing benefits the company is reaping from the large investments made since the end of the war in the building of a new fleet and in the reconditioning of old vessels.

As the company's tankers, at any given moment, as a rule are chartered for several months ahead, we derived no substantial benefit in 1950 from the rapid and sustained improvement in rates of freight which took place during the second half of the year. In recent months voyage accounts have, however, begun to show the effect of the ruling high level of freights and barring accidents the combined earnings of Athel Line, Ltd., and Tankers, Ltd., for 1951 should show a very marked increase over last year's profits. The expected large increase in this year's shipping profits due to high freights will be further augmented by the earnings of four new tankers.

### Twenty Ocean-Going Tankers

By late summer, on delivery of the *Athelfoam* and the *Atheltemplar*, we shall again have a total of 20 ocean-going tankers and the average age will be nine years only against the prewar average of 11½ years. Although the deadweight capacity of these 20 tankers will be a few thousand tons less than the tonnage of the prewar fleet, the annual carrying capacity will be considerably higher in consequence of the much greater speed of the new vessels. After payment of the *Athelfoam* and *Atheltemplar*, the book value of the company's fleet of tankers will be approximately £5,830,000 or £22 per deadweight ton, compared with present-day building costs of ocean-going tankers of about £54 to £65 per deadweight ton for our particular types and sizes of tankers specially built for the carriage of molasses in bulk, a trade which calls for a considerably higher specification than that required for tankers mainly built for the carriage of oil.

If our members had consisted mainly of large and wealthy stockholders, your directors would probably, in view of the penal taxation on distributed profits, have been inclined not to increase the dividend for the year under review, but the fact remains that our shares are very largely held by investors of small means owning a few shares each. At the end of March this year 15,000 stockholders, with an average holding of 335 units of 6s. 8d. each, owned 87 per cent of the issued ordinary capital of the company, and of these 15,000 stockholders, approximately 9,500 owned less than 200 units each. I feel strongly and I am sure most people will agree, that when deciding the company's dividend policy, it would be unjust not to remember that such an overwhelming percentage of the company's ordinary share capital is held by investors of modest means.

Taking our group of companies as a whole, the prospects for 1951 are most promising and present indications are that the anticipated prosperity of our shipping companies will be shared by the various other companies in our group.

## CHAMBER OF SHIPPING

### The Budget and Taxation

WHEN it was revealed in the Budget that the Chancellor intended to suspend the initial depreciation allowances, he was asked to receive a deputation on the subject from the General Council of British Shipping. After the Council meeting of the Chamber of Shipping on Thursday, Mr. C. E. Wurtzburg, the president, revealed that a deputation led by Lt.-Col. Austin Bates and Lord Runciman, chairman and one of the vice-chairmen respectively of the General Council, had been received by Mr. John Edwards, Economic Secretary, the Chancellor having been prevented from doing so by the pressure of public business. The case put forward by the deputation was listened to with interest and, Mr. Wurtzburg believed, with sympathy. With regard to the industry's case on taxation generally, which is to be submitted to the Cohen Commission, the Chamber is in close consultation with the Liverpool Steam Ship Owners' Association in the preparation of a memorandum to be presented in due course to the Commission.

After an interval of some 10 years, pollution of sea water by oil has again been considered on an international level—this time by Transport and Communications Commission of United Nations. The idea was, Mr. Wurtzburg said, that this would be a subject suitable for reference by the Intergovernmental Maritime Consultative Organisation (I.M.C.O.) if, and when, that body was established. Several countries, however, were requesting the United Nations Organisation to proceed with the consideration of the problem by a special international committee of Government experts. The Chamber has undertaken to give the Ministry of Transport such assistance as it can in the collection of information and observations on what is admittedly a difficult matter. The Chamber in the past has done everything in its power to cooperate in measures to deal with oil pollution.

Proposals concerning the development of German and Japanese shipping have been under consideration by the Council, including suggestions that some measure of financial assistance is available for German shipbuilding. The shipping industry has emphasised to the authorities that neither Germany nor Japan should be allowed to obtain an unfair competitive position and that there should be full compliance with the various international conventions affecting shipping.

Mr. W. G. Weston has been elected chairman of the oil tanker section of the Chamber, in succession to Mr. R. Gillespie, who has filled the office for the past four years. Mr. R. R. S. Cook has been re-elected vice-chairman. Mr. Cook and Mr. Stewart J. Browne have been re-elected chairman and vice-chairman respectively of the tramp tanker section. Mr. Frank Atkinson has been appointed vice-chairman of the coasting and home trade tramp section in succession to Mr. J. Bainbridge. Mr. Kenneth R. Pelly has another year to serve as chairman.

### Exhibition of Industrial Power

A correspondent writes: The Shipbuilding Section at the Kelvin Hall, Glasgow, Festival of Britain show is of necessity a condensed and somewhat "arty" presentation of a major industry. Nevertheless it deserves full credit for the imagination shown within the limits of space and selectivity. There are three levels, designed roughly to simulate three decks of a ship. The towering bows cut high into the roof, while a midships section contains an excellent replica of an engine room designed and produced by Associated British Oil Engines, Ltd. The main features here are the Mirrlees 8-cylinder unit and a McLaren 5-cylinder auxiliary diesel. A Brush alternator and Brush switchgear are other items here. The lighting equipment is by the Simplex Electric Co., Ltd. On the deck above (from which one can look down into the "engine room") are Scottish-made ship's furniture, against an attractive veneered timber background, symbolic of the fine craftwork put into ships; and on the deck above, presumably corresponding to the bridge, are wall panels carrying the history of marine instrumentation.

Three sides of a promenade carry the background to shipbuilding. On one wall is a huge blueprint of "Ship 393," with progress pictures below covering the various operations and crafts involved in completion of the final ship. One other wall carries an excellent mural in which shipbuilders ancient and modern are working on their ships, gazing with surprise at the methods and men of the different centuries.

The exhibition does not pretend to be a catalogue of marine activity in Britain; rather is it a fast impressionistic glance at the background and at some of the products of one of the major industries in Britain.

# LIGHT ALLOYS IN HIGH-SPEED CRAFT

## SOME COMMENTS ON THE QUALITIES OF LIGHT ALLOYS

By a Special Correspondent

COMMANDER DU CANE needs no introduction to those who are interested in the design and operation of high-speed craft. He is one of the leading designers of MTBs and a book\* by him on this subject is therefore very welcome, particularly as the field of high-speed craft is somewhat sparsely covered by published information, when compared to the wealth of literature available on the design of larger vessels, both in the form of technical books and papers before the learned societies. The publication of such a book, moreover, acquires even greater significance at the present time when we are confronted with a large naval defence programme, and although Commander Du Cane makes it quite clear that he only expresses his own personal opinions, it must nevertheless be expected that such opinions will carry some weight in official quarters. This, coupled with the fact that the role of small high-speed craft in naval warfare appears to be assuming more importance in the eyes of some of the major powers, makes this book of great interest to all naval architects, particularly the several chapters dealing with structural details and suitable materials for hull construction. Light alloys are dealt with fairly comprehensively and the author then draws certain conclusions based on his own wide experience. There is also a short chapter entitled "Use of Light Alloys in High Speed Craft," which is important in that it makes recommendations as to suitable alloys for marine use and gives particulars of heat treatment procedure for the heat treatable alloys.

### Three Categories

Commander Du Cane classifies aluminium alloys into three categories as follows:—

- (i) Work hardening alloys.
- (ii) Double heat-treatment alloys.
- (iii) Single heat-treatment or natural-age-hardening alloy.

In the first category, which covers the non-heat-treatable aluminium alloys containing up to 5 per cent magnesium, it is mentioned that plate material can be supplied in varying degrees of hardness which increase the tensile strength at the expense of the percentage elongation. Perhaps it ought to be made quite clear, however, that extruded sections in this material can be supplied in only the "as extruded" condition, although of course, there might be a slight degree of work hardening which takes place during forming operations.

In the second category ("double heat-treatment alloys") AW10 is mentioned, but this alloy can, of course, also be supplied in the single or solution treated condition with lower mechanical properties, and in this condition it has somewhat higher corrosion-resistant properties in marine atmospheres. It has been used for small boat construction in the solution treated condition, in such cases where the lower strength is acceptable, but, of course, it is more amenable to forming because it has greater ductility than the double heat-treatment form of this alloy.

Under category 3 ("single heat-treatment in natural-age-hardening alloys"), AW15 is given as an example, and this alloy can also be supplied in the double or fully heat-treated condition, as stated in the book. Except for the most exceptional cases, however, this could never be regarded as a marine alloy, as even in its "Alclad" form it is not entirely safe insofar as corrosion resistance is concerned. Even in the single heat-treated condition "Alclad" is not recommended for marine use, especially for hull sheathing where the protective pure aluminium coating might well be scraped off. The B.S. form of AW15 alloy (H15) con-

tains about 0.6 per cent of magnesium and not 1.8 per cent as stated and it also contains about 4 per cent of copper which is not mentioned.

In this respect it might well be noted that Lloyd's Register of Shipping in the Tentative Rules for Light Alloys in Ships have only approved AW6 and AW10 and they limit copper content to 0.15 per cent as a precaution against corrosion. For internal positions clear of bilges and where it can be well protected, it might look attractive because of its high strength, but in my opinion it is always preferable to use AW10 in the double heat-treated condition, even though it will mean slightly larger scantlings.

Commander Du Cane's conclusion in this chapter that "as far as the average boatbuilder is concerned, the only practicable alloy is of the work-hardening type" is an eminently sensible one, particularly as it has been proved by experience to be extremely corrosion resistant, in addition to the fact that simple methods of heating may be used to assist forming operations without detriment to the metal. The heat-treatable alloy AW10 is reckoned to be almost as good as AW5 and AW6 as far as corrosion resistance is concerned, and, where severe forming is not required, it might well be used for sections as it is stronger and slightly cheaper.

### Riveting and Welding

Commander Du Cane's remarks to the effect that riveting and welding of aluminium alloys present problems are very pertinent, but I feel they call for further comment. Knocking down aluminium rivets, at least in the relatively small sizes usual in craft of this size, should present no serious difficulties today, as several shipyards are now driving  $\frac{1}{2}$ -in.,  $\frac{3}{8}$ -in. and  $\frac{5}{8}$ -in. aluminium rivets cold. Rivets of AW6, which is the usual rivet material for ships, should be ordered "annealed after manufacture" and a larger pneumatic gun than for similar sized steel rivets should be used. As Commander Du Cane states in his book, the development of an efficient welding process for aluminium alloys is most necessary and he mentions the "Airecomat" process which at present is being used with success in the U.S.A. The Americans have recently released some details of all-welded aluminium alloy MTBs, 95 ft. in length by 25 ft. beam, which are being constructed in shipyards in that country. It seems a little outdated, therefore, to talk about the "possibilities" of argon-arc welding, when apparently a perfectly satisfactory process does exist and has been in use for about two years. If there is a dollar problem in buying sets it most certainly ought not to prevent British shipyards from having the most up-to-date equipment for building naval vessels. It is known that British coastal forces were handicapped during the last war because of the lack of suitable high-powered diesels, and it is to be hoped that a similar position could not arise again in respect of welding equipment, thus preventing our shipyards from building the best possible ships.

### Materials and Structure

"As will already be well understood, weight is of paramount importance in the case of high-speed craft." With the above remarks Commander Du Cane surely puts the case quite firmly for aluminium alloys, for I maintain that there is no other available material which will give anything like the same strength/weight ratio as can be obtained by the intelligent application of light alloys to the whole of a high-speed motor boat. I say this because the author maintains that as matters stand at the present day a large high-speed craft of MTB type above 80 ft. in length will have to be of composite construction, and I cannot accept this for

\* *High Speed Small Craft*, by Cdr. Peter Du Cane (Temple Press, Ltd.)

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one moment. The problem of "instability" of shell plating certainly requires investigation to obtain optimum shell thickness in relation to stiffener spacing, but, as many naval architects have discovered, one can build too much stiffness into a structure, and it sometimes pays to accept certain elastic deflections rather than to attempt to make structures too stiff. The possibility of using plate extruded so as to have small integral closely spaced ribs might also be considered for bottom plating.

There is also what appears to be a reference to the Grimston Astor method of construction wherein the shell plating is constructed flat and double curvature imparted by pulling it into shape round the stem, transom and bulkheads. Commander Du Cane suggests that this method of construction might be applicable to decks, and this may be so, but it must also be remembered that a 60 ft. boat built on this principle achieved a somewhat startling performance by running at 13 knots with two 65 h.p. Perkins engines. This should

be compared with the 60 ft. air/sea rescue wooden craft, which required 300 h.p. for approximately the same speed.

The fact is that, whether by accident or design, this type of hull conforms to a good planing design and its possibilities should certainly be investigated, more particularly in view of its extremely light construction. There are other advantages to the aluminium hull, the principal one of course being its very high resistance to corrosion when protected against galvanic attack, particularly from propellers and stern gear. The susceptibility of aluminium to galvanic attack is also a further good reason for excluding other materials; and as far as composite construction is concerned, it should be remembered that wet timber against alloy has been known to give trouble, although this can be avoided providing suitable precautions are taken.

Exception must certainly be taken to the suggestion that nickel-aluminium-bronze is less likely to cause galvanic attack on aluminium than ordinary bronzes,

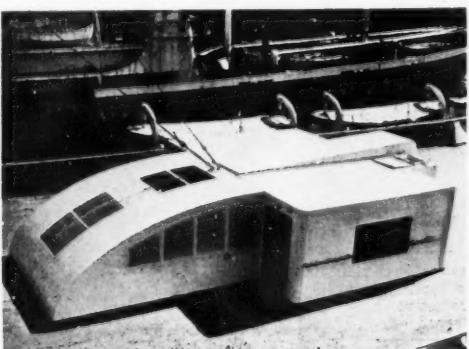
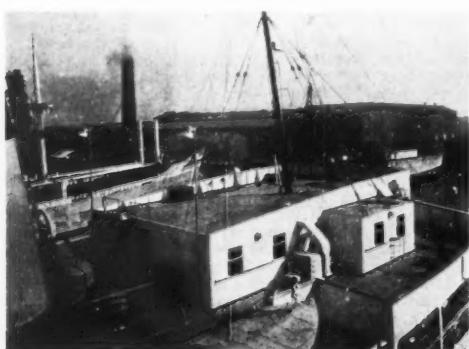
## Aluminium Superstructure Prefabricated Deckhouses

### BOATDECK SUPERSTRUCTURE OF THE "PRINCESS OF NANAIMO"

AMONG recent marine applications of aluminium alloys by the British Aluminium Co., Ltd., is the boatdeck superstructure of the *Princess of Nanaimo*. Completed last month for the Canadian Pacific Railway Company, by the Fairfield Shipbuilding & Engineering Co., Ltd., the *Princess of Nanaimo* is a 6,000-ton gross passenger vessel designed for service on the west coast of Canada. As is usual in this type of short-sea passenger ship the superstructure is considerably built up and top weight becomes a problem. In order to reduce this to some extent, both deckhouses on the topmost deck (as illustrated) have been built in aluminium alloys. These consist of the bridge, wheelhouse and adjacent cabins in one block forward and a smaller house aft through which passage is gained between decks. The alloys employed are of the magnesium-containing type (up to 5 per cent), the majority of the material being in BA.27 (NP. 5), containing 3.5 per cent magnesium addition, which is produced to Lloyd's Register requirements. The sections used are mostly in BA. 25WP (HE. 10-WP) and support the main structure in  $\frac{1}{2}$ -in. plate. A large amount of 1-in. thick plate is also used, this being in BA. 21 (NP. 4-M), while partitions are in 10 and 14 s.w.g. sheet in BA. 28 (NS. 6). A certain amount of section in BA. 25W



(HE. 10-W) and BA. 25WP tubing completes the aluminium alloy employed. One of the greatest advantages of using aluminium alloys in marine construction was utilised in the building of the *Princess of Nanaimo*. The light weight of the metal enables complete structures to be prefabricated and swung bodily into position. The after deckhouse, built on the dockside, was dropped into place as one complete unit, thereby permitting a dispersal of personnel over the building period. In all over 10 tons of aluminium alloys were used in the two deckhouses. Views of the superstructure of the vessel and the two deckhouses are reproduced on this page.

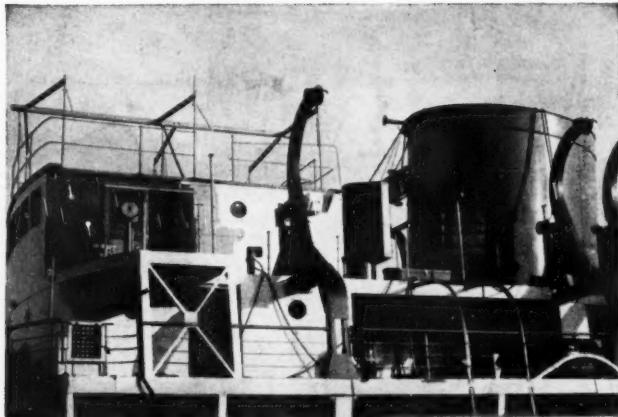
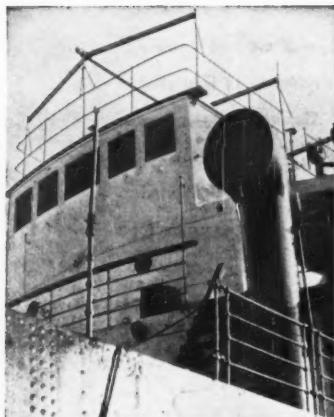


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*Details of the funnel and deckhouse, constructed of I.C.I. "Kynal" Aluminium Alloy*

# Less weight -more cargo



*Motorship "El Kerym", 2,600 ton passenger/pilgrim/cargo motorship for service in the Red Sea, based at Aden.*

The advantages of using aluminium alloys for marine construction are well illustrated in the 2,600-ton motorship "El Kerym", built by the Ardrossan Dockyard Ltd., for the Halal Shipping Co. Ltd. I.C.I. wrought aluminium alloy "Kynal" M.39 2 was used in the superstructure, including the funnel and deckhouse, bridge, wireless room and captain's and chief officers' quarters. This reduced the deadweight of the vessel and permitted an increase in the cargo-carrying capacity.

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because if there is a difference it is certainly slight. Nor is it correct to say that monel metal is a good mixer with aluminium; on the contrary, it can be said quite definitely that these metals are both dangerous and are more than likely to cause galvanic attack unless protective zincs are fitted. Stainless steel is most certainly safer than either of those metals but, as Cmdr. Du Cane mentions, even this does not always go according to plan, and the usual protective zinc plates must always be fitted. The last paragraph of the section on materials states that alloys which contain more than 3 per cent magnesium or silica require rather careful watching when used on the aluminium bottom of a ship. As aluminium alloys containing up to 5.5 per cent magnesium are normally recommended for marine use and as in practice it is said there is little difference in the corrosion resistance of these alloys compared with that of pure aluminium in marine atmospheres, further evidence would be welcomed for this assertion. In the use of silicon alloys a 10 per cent silicon-aluminium alloy is often recommended for underwater castings, but again there may be evidence to the contrary, although both these alloys are in fairly wide use for marine applications.

Cmdr. Du Cane also mentions low-carbon steel construction, but again, although welding is undoubtedly

much easier, it is submitted that its strength/weight ratio would not compare with aluminium alloys, besides which there would be great corrosion problems on the thin steel structure over a period of years. In the field of ships' lifeboats, it has been found that the aluminium boat is much superior to steel in this respect, and many shipping companies have recently turned over to aluminium in spite of the higher cost.

It is strongly recommended that anyone interested in these comments should read the book, for although every attempt has been made to make these criticisms objective, I am only able to quote small sections and the subject matter is of very great interest; the arguments are put very cogently and, indeed, many readers might well find themselves in complete agreement with Cmdr. Du Cane's reasoning. Light alloys form a comparatively small section of the subject matter, and there are valuable chapters on design, stability, seaworthiness and manoeuvrability, machinery, gearing, propellers and auxiliaries, etc., as well as a very interesting chapter on record breakers. The reader will see for himself the wealth of experience which Cmdr. Du Cane has gathered on this subject and the book is most certainly a useful addition to the library of any naval architect.

## ALUMINIUM PRODUCTION

### WORLDWIDE DEVELOPMENTS IN PROGRESS

By a Special Correspondent

THE Aluminium Company of Canada, Ltd., is carrying out widespread plans for an increase in aluminium production. It has placed its first major tunnelling contract, to divert water flow for power development in its British Columbia project. Meanwhile the reduction works at Beauharnois, Quebec, which have been standing idle since the end of the war, have resumed production. At the beginning of the year Alcan made arrangements with Hydro Quebec for the supply of 100,000 h.p. of hydro-electric energy and Hydro Quebec has installed new generating facilities to permit Alcan to produce some 32,000 metric tons of virgin ingot per annum. Canadian output, including that from Shawinigan Falls, Arvida and Isle Malgme, will now be over 300,000 tons per annum.

The supply of hydro-electric power is largely the determining factor of Canadian ingot output. In 1950 this totalled 360,000 metric tons, against 335,000 in 1949. Eighty per cent of this output is consumed in Canada, the United Kingdom and the United States, the remaining markets being mainly Brazil, Australia, India, Holland and Italy. The major consumer of Alcan ingot in the U.K. is its own subsidiary, the Northern Aluminium Co., Ltd. Further development projects being explored by Alcan include the establishment of additional hydro-electric facilities in the Saguenay area. A 250,000 h.p. generating plant on the Peribonka River costing \$31 mn. will be ready in 1952 and will supply new reduction works in the area capable of producing 65,000 metric tons of virgin ingot. This, in turn, will raise the Canadian company's annual output to 450,000 metric tons.

In Germany the aluminium supply situation is now somewhat clearer. The usual lower output during the winter months, due to shortage of hydro- and thermal-electric power, has given way to fuller production. The main ingot-producing centres are at Toeing, Luenen and Rheinfelden. From winter to spring Luenen has increased from a monthly output of 600 to 1,500 metric tons, and the total for the three reduction works has risen from 3,500 to 6,000 tons monthly. Allowing for a drop again at the end of the year, a fair estimate has been made of 57,000 metric tons of virgin ingot for the year. The estimate of consumption is, however, 130,000 tons. Secondary ingot output will account for about 43,000 tons of this, but a deficit is still left of 30,000 tons.

The resultant deficiency of output to consumption gives point to recent American rumours of direct exports of virgin ingot to Germany. This would not be popular in the United Kingdom in view of the current shortage. The action by the Allied High Commission in raising the restrictions on the output of virgin aluminium in West Germany, which had

been limited to 85,000 tons per annum, will have little immediate consequence.

Western Germany has received an E.C.A. credit for the purchase of 450,000 metric tons of bauxite from Greece. The total amount of metal expected to be extracted from this ore will amount to about 100,000 metric tons. The supply will be made over a period of four years and will be paid in kind, i.e., aluminium. Over the four years from 1952 the Germans will return a total of 9,000 tons of metal.

Aluminium, Ltd., of Canada, is to expand the output of its alumina factory in Jamaica. At present it produces 100 tons of alumina per day, but plans have been made for an increase to 180 tons. This will be further increased in the near future. Jamaica is fast becoming a major centre of bauxite mining, several American companies shipping direct from their own holdings, while Aluminium, Ltd., produce the alumina on the spot.

#### Japanese and Soviet Output

The Japanese are also increasing aluminium ingot output. Showa Denko K.K., which produces about one-sixth of the total Japanese ingot, is to reopen its Omachi reduction works. This plant has been closed since the war, but will now produce some 3,300 tons annually. The same company's Kitagata works, which now produces 4,400 tons per annum, will increase production to 5,500 tons.

The U.S.S.R. is particularly anxious, at the present time, to secure good stocks of ingot metal suitable for the production of aircraft sheet. Compared with other light alloys, the "strong alloys" used in aircraft production are in relatively small demand in times of peace. Despite the fact that there are now some 15 sizeable aluminium plants operating in the Soviet Union, metal suitable for aircraft production seems to be in short supply. It is interesting to note that the largest Russian plant, Ural Aluminium Zavod, at Kamensk, is now credited with an output of 60,000 tons per annum. Incidentally the only virgin ingot producers in the United Kingdom, the British Aluminium Co., Ltd., produce 30,000 tons per annum.

The annual report of the Swiss Aluminium-Industrie A.G. was published a month ago. Exports during 1950 were hindered by currency devaluation, but home demand rose considerably. As at home, the prewar price was maintained for some time, but at the end of the year, coinciding with lengthening deliveries, prices had to be increased. The Swiss subsidiaries all had a good year, and overall production was increased. The Mastinswerk at Bergheim, Germany, increased alumina production to 60 per cent of capacity and the Italian

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works at Porto Marghera 16.70 per cent. The Société Française pour l'Industrie de l'Aluminium at Marseilles was modernised and provided the bulk of the increased alumina requirements of the main Swiss reduction works at Chippis. The Salzburg Aluminium G.m.b.H. at Lend, near Salzburg, Austria, and the German Rheinfelden works (which is also a Swiss subsidiary) both increased ingot production and further hydro-electric power development is planned for the former.

Aluminium and its alloys now come under Government direction in the United States. Earlier this year some trouble was caused through Alcan's offer to sell 1,000 mn. lb. of aluminium to the U.S.A. at current prices, starting delivery in 1953. In attacking this offer U.S. producers claimed that Canada had shipped over 5,000 tons of aluminium to Russian satellite countries. Immediate construction is to be made, by the Aluminium Company of America, of a new alumina works in Arkansas. This will increase Alcoa's output by as much as 50 per cent. A newcomer to the virgin aluminium ingot producing field is the Anew Smelting Co. of Chicago. This concern has recently secured a 5 years contract from the U.S. Government for the annual production of 54,000 tons of aluminium.

Joining in the general world expansion of aluminium production, Yugoslavia will by now have resumed bauxitemining at Maslinica. Situated in the Benkovac district, this mine has been closed for the past 20 years. Installation of modern equipment began in March.

**Large Export Programme of Light Alloy Craft**

The Fairmile Construction Co., Ltd., is experiencing one of its busiest periods of activity since this company was founded in 1948 by personnel of the former Admiralty-owned Fairmile Marine Co., Ltd. At the associated shipyard at Berwick, a 60-ton motor barge for inter-river trade has just been launched for London owners, and three 50 tons motor vessels are being built for the Docks & Inland Waterways Executive. A 250-h.p. tug is also being laid down for the Aden Port Trust. Among the export orders held by the company are two light alloy vehicle-carrying motor craft for a foreign navy, a crane pontoon for the British Aluminium Co., Ltd., and prefabricated dumb barges for the United Africa Co., Ltd., the Booth Steamship Co., Ltd., and owners in British Guiana, Mexico, Australia, Aden and Pakistan. Over a dozen light alloy lifeboats and dinghies are on order for the Middle East and South America.

It is noted in the May issue of the *Aluminium Courier*, issued by the Aluminium Development Association, that aluminium alloy was used in the *El Kerym*, built by Ardrossan Dockyard, Ltd., for the deckhouse, bridge, captain's and chief officer's quarters and wireless room.

**Largest Funnel in Light Alloy**

Some indication of the size of this funnel, one of two designed for the new American passenger liner *United States*, is given by the ten motorcars ranged alongside it. Each funnel is more than 60 ft. long and 55 ft. high, and is constructed entirely of aluminium. The funnels have "sampan" tops, similar to those of the United States Lines' *America*. The *United States*, which is being built in a dry dock by the Newport News Shipbuilding & Dry Dock Company, will be launched on June 23 and is due to enter service next summer.

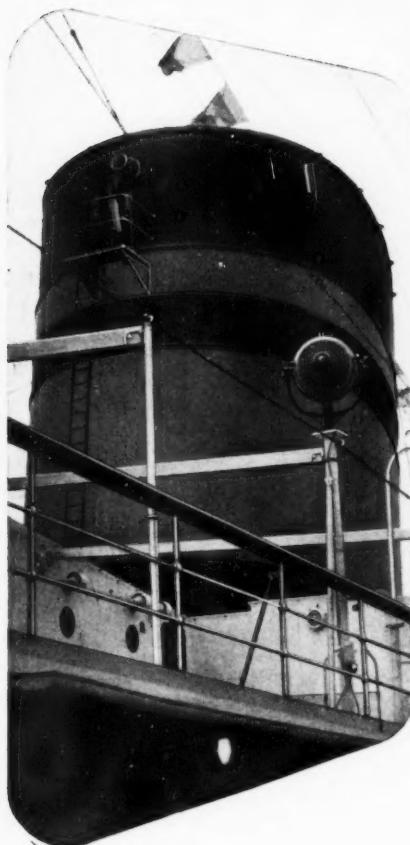
**LIGHT ALLOY RIVETING****The Driving of Large Aluminium Alloy Rivets**

The increasing use of aluminium plates and sections for structural purposes in civil engineering, structural engineering, and shipbuilding has created a need for aluminium alloy rivets of much greater size than hitherto. The aircraft industry has for many years used large quantities of aluminium alloy rivets up to  $\frac{1}{2}$  in. dia, but for structural purposes rivets of  $\frac{1}{2}$  in. dia. and over are now required. In the absence of experience with these new products, a special Sub-Committee of the Aluminium Development Association has recently investigated their manufacture, properties and driving characteristics.

Steel rivets, driven hot, have been used until now on large aluminium alloy structures built in engineering workshops, but it is better, other things being equal, to use rivets of the same material as the structure. Some danger of weakening the aluminium alloy by local overheating, as well as the possibility of corrosion between the dissimilar metals, is thereby eliminated. The tentative recommendations given in a recent A.D.A. publication entitled "The Driving of Large Aluminium Alloy Rivets" include the selection of suitable alloys for large rivets ( $\frac{1}{2}$  in. to  $\frac{7}{8}$  in. diameter), the merits of various head shapes and methods of driving them. They are based on the experimental work initiated by the Sub-Committee, which is also investigating other factors relating to riveting practice with large aluminium alloy rivets.

**MECHANICAL TESTS****Tests and Their Bearing on Working Properties**

The introduction of modern methods of examination and mechanical testing of materials has been of the highest value in every industrial field, both in checking the quality of the product and in guiding users as to the most suitable material for specific purposes. The tests used in the production of a wide range of aluminium and its alloys, together with information on the relation of mechanical properties to the working characteristics of these metals, have been described and illustrated in a recent book on the subject produced by the Northern Alumnicium Co., Ltd., as an enlarged revision of an earlier publication. The book is intended primarily for students, and should form an introduction to any further reading. The chapter setting out the relationship between the mechanical properties and working characteristics of aluminium and its alloys will prove of interest to those engaged in forming and finishing these materials, as the notes indicate the nature of the stresses involved in such operations as deep drawing, pressing, spinning, bending and flanging, cold forging, punching and machining and the mechanical properties required to meet them.



V.W.I

37 feet high...  
20 feet wide...  
-made in

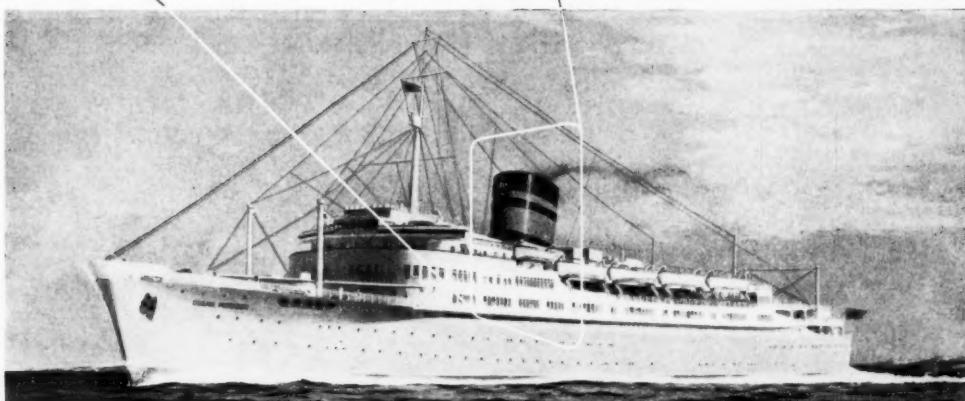
**DURALUMIN 'H'**

and 'MG3'

REGD. TRADE MARK

The Ocean Monarch, recently completed by Vickers-Armstrongs, incorporates all the latest developments in shipbuilding technique, and is a worthy successor to the many fine vessels which have been launched on Tyne-side. Aluminium alloys have played their part, for not only the funnel but also parts of the superstructure are constructed of this modern shipbuilding material. In the case of the funnel alone, some 20 tons of top hamper were saved, compared with the use of mild steel. The aluminium alloys chosen were from the comprehensive range manufactured by James Booth & Co. Ltd. of Birmingham, and included 'Duralumin H' and 'MG3', both of which are already established alloys for shipbuilding applications.

In recent years, our Development Department has had a good deal of experience in the use of aluminium alloys for shipbuilding work, and this will gladly be placed at your disposal on request without the slightest obligation.





## Throughout the Royal Navy

equipment made by Metropolitan-Vickers  
is being used for most important services,  
some of which are listed below—

GEARED STEAM TURBINES, GAS TURBINES,  
AUXILIARY TURBO-GENERATORS, MOTORS,  
and CONTROL GEAR FOR AUXILIARIES  
REMOTE POWER CONTROL, RADAR

*The photograph shows  
H.M.S. 'Agincourt', one of many ships fitted  
with METROVICK EQUIPMENT*





## THE ITALIAN LINER "AUSTRALIA"

FIRST NEW POSTWAR ADDITION TO LLOYD TRIESTINO FLEET

THE PASSENGER LINER *Australia*, built by Cantieri Riuniti dell'Adriatico, Trieste, for Lloyd Triestino, recently entered her owners' service. A motorship of 13,000 tons gross, she is intended for the service between Genoa and Australia. The sailing schedules provide for a 22-days run from Genoa to Fremantle, the first port of call in Australia, as against 26 days for other ships. Between Fremantle and Sydney a day will be saved on previous schedules, and on the round voyage she will take 10 days less than other ships operating on this route.

The *Australia*, which is to be followed into service shortly by two sister ships, *Oceania* and *Neptunia*, is the first new ship to be added to the Lloyd Triestino fleet since the war. In addition to these three, the construction programme of the company includes two ships for the service to India and Pakistan and two for the South African service, making seven ships in all, with a total tonnage of 85,000 tons gross. The construction of two ships for the service to Somaliland is under consideration.

The addition of the *Australia* brings to 18 the number of ships in the Lloyd Triestino fleet. The total tonnage amounts to 114,582 tons gross. Before the war the company's fleet amounted to 75 vessels, of 621,533 tons gross. Lloyd Triestino is, of course, part of the Government-controlled Finmare group. At present it offers passenger services on the following routes: Italy-Australia (from Genoa); Italy-South Africa (from Trieste); and Naples-Somaliland. Its cargo services are from Trieste and Genoa to Bombay and Calcutta, North West Africa, Congo, Angola, Cape Town and the Far East.

The principal particulars of the *Australia* are as follows:

Length o.a.	525 ft. 6 in.
Breadth, extreme	69 ft. 4 in.
Depth to main deck	42 ft.
Draft at full load	26 ft. 6 in.
<i>Tonnage</i>	
Gross	13,000
Displacement	16,715
Deadweight	7,800
Service speed	18 knots

The construction of the *Australia* complies with the highest requirements of the Registro Navale Italiano, Lloyd's Register, and the American Bureau of Shipping. She has three continuous and three part decks, with a raked bow and cruiser stern. Her appearance is modern, with a single streamlined funnel and a tripod mast mounted abaft the bridge, fitted with a topmast and yard. The crow's nest is fitted at the top of the tripod, with the radar scanner above it, and a search-light is fitted lower down on the central leg. Six tall

ventilators carry the derricks, and the forward pair of these also carries the forward steaming light, which is mounted on a small topmast fitted centrally on a light girder joining the two ventilators.

The ship can accommodate about 800 passengers. These are carried in two classes, first and tourist, and a certain number of cabins are interchangeable, additional berths being used when tourist-class passengers are carried in them. First-class capacity is from 70 to 120, and tourist-class from 600 to 700. There is also about 282,500 cu. ft. of cargo space. The crew numbers 217.

### Public Rooms

First-class public rooms and spaces occupy the uppermost two decks, the sun and promenade decks, with the first-class swimming pool at the after end of the sun deck. The first-class lounge occupies the whole of the forward end of the promenade deck. First-class cabins are on the upper and A decks, and the former also houses the first-class dining saloon, which extends right across the after end of this deck. Other first-class public rooms include a nursery, a card room, a bar opening off the lounge and another on a verandah overlooking the swimming pool. A deck is the first continuous deck, and this, in addition to first-class cabins, contains the tourist-class lounge and dining saloon. The other main public room for the tourist class is the winter garden, which occupies the after deckhouse. Just forward of this is the tourist-class swimming pool. There is also a small writing room and a nursery. Tourist-class cabins are on B deck, with three dormitories, accommodating 106, 142 and 144 persons respectively, on C deck. As may be seen from the photographs reproduced overleaf, the standard of decoration throughout the ship is high, a clean modern effect having been successfully produced.

All cabins are on the outside of the ship. First-class cabins are equipped either with an individual shower and W.C., or with a bath and W.C. shared between two cabins. Tourist-class cabins have a shower and W.C. between two cabins. All cabins have fitted wash basins. The three dormitories are provided with fairly extensive washing, shower and W.C. facilities.

Air conditioning is fitted in the two passengers' dining saloons, as well as in the crew's rest room and engineers' rest room. Mechanical ventilation is employed throughout the rest of the accommodation. The refrigerator installation comprises three Freon compressors of a total cooling capacity of 540,000 calories per hour, and in addition to cooling the provision rooms this is

## ACCOMMODATION IN THE ITALIAN PASSENGER LINER "AUSTRALIA"



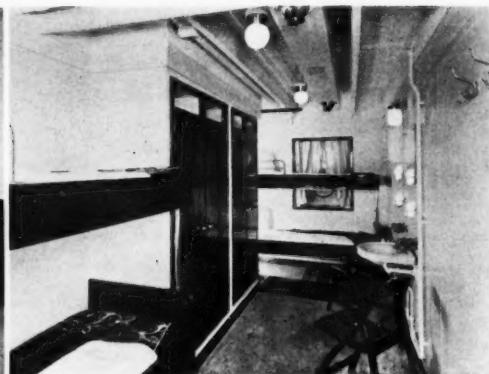
Tourist-class Winter garden



Tourist-class lounge



First-class two-berth cabin



Tourist-class cabin



First-class dining saloon



First-class ladies' lounge



Equipment in one of the galleys

employed to cool the circulated air and the drinking water.

The galleys are equipped throughout with cooking equipment of the latest type, and communicate by means of food lifts both with the provision rooms and with the pantries. Special provision has been made to provide hot food and drinks between meal times, and electric heaters, refrigerators and coffee-making machines are fitted for this purpose. As might be expected, ample wine storage space has been provided, and glass-lined metal tanks with a total capacity of more than 18,000 litres are fitted.

Other amenities for passengers include two fully-equipped hospitals, a post and telegraph office, a shop, a barber's shop and ladies' hairdressing saloons, a laundry and ironing room, a photographer's room and a printing office. An internal telephone system with an automatic exchange is fitted, and a ship's broadcast system can be used to relay radio transmissions, a gramophone, or the ship's orchestra.

The 282,500 cubic feet of cargo space is divided between five holds, of which three are forward and two aft. As mentioned previously, the derricks, of which there are twelve, are mounted on ventilator posts. The winches are electric.

A full range of modern navigational and communications equipment is fitted, including radar, echo sounder, pitometer log, gyro compass and gyro pilot, magnetic compasses, and a radio installation giving R/T and W/T facilities. Twelve lifeboats are carried; ten of these, of light alloy, are fitted with Fleming hand propulsion gear and carry 99 persons each, while the remaining two are motor boats carrying 60 persons each.

The main propelling machinery consists of two CRDA-Sulzer diesel engines driving twin screws, each developing 7,000 s.h.p. to give the ship her service speed of 18 knots. All engineroom auxiliaries are electrically driven. The electric generating plant comprises five diesel generators, each of 345 kW. Deck auxiliary machinery is also electrically driven, and the steering gear is electro-hydraulic.

#### Blohm and Voss Shipyard

It is reported that steps are being taken to reopen the Blohm & Voss shipyard at Hamburg, if the approval of the Allied authorities can be secured. It is planned to re-establish the shipyard gradually, at first through the medium of the newly formed Steinwerder Industrie A.G. The first step would be to undertake the repairing of ships and the manufacture of engines and boilers. The building of new vessels could not be undertaken for the time being owing to the great damage sustained by the yard during the war, but it is hoped to build some floating docks, or refloat and repair three or four small ones which have been sunk in Hamburg harbour, which is short of these facilities.

## Launch of the "Kirkouk"

Largest Tanker Built in Holland

By a Special Correspondent

OVER 100 leading personalities of the French shipping and shipbuilding industries invaded Amsterdam on May 25, on the occasion of the launching of the motor tanker *Kirkouk* from the yards of the Nederlandse Dok-en Scheepsbouw Maatschappij. The 24,000-tons d.w. vessel is the largest tanker ever built in a Dutch yard and was ordered, together with a sister ship, by the Compagnie Navale des Pétroles, Paris. The vessel was christened by Madame Brunet, wife of the president of the Crédit National, Paris.

The *Kirkouk* complies with the rules of Bureau Veritas 1.3/3 L.1.1 A & C.P. for the carriage of petroleum in bulk. Her principal dimensions are as follows:

Length overall	...	...	...	603 ft. 1 in.
Length b.p.	...	...	...	567 ft. 6 in.
Breadth	...	...	...	76 ft. 6 in.
Depth	...	...	...	42 ft.
Cubic capacity	...	...	...	1,133,000 cu. ft.
Speed	...	...	...	14 knots.

The framing is longitudinal, welded throughout, with two transverse bulkheads. There are ten centre tanks and 14 wing tanks, with a pump room between tanks 6 and 7. The arrangement of compartments is as follows: forepeak tank for water ballast with chain locker and storage room above; cargo hold in upper tweendeck; deep tanks for water ballast or fuel oil; pumproom; cofferdam; six main tanks and eight wing tanks; pumproom; four main tanks and six wing tanks; cofferdam; side bunkers for diesel oil; engine room with upper and lower tweendeck; two storage rooms, electrician's workshop, refrigerating engine room; fresh water tank and aft peak tank for water ballast. Double bottom tanks are arranged for fresh water, fuel oil and lubricating oil.

The deck house on the officers' deck, surrounded by an open deck, accommodates deck officers and stewards. The boat deck contains accommodation for the owner and the captain, both having a dayroom, a bedroom and a bathroom. Accommodation for engineers, petty officers and crew is in the poop. The deck auxiliaries consist of a steam windlass, three steam winches and two 15-ton steam capstans.

The propelling machinery consists of a 7-cylinder double-acting two-stroke N.D.S.M.-Stork diesel engine. The cylinders have a diameter of 720 mm, and a stroke of 1,200 mm. Normal capacity is 7,000 b.h.p. at 113 r.p.m. The pistons are oil cooled; the cylinder linings and covers water cooled. The main engine propels the piston scavenging pumps. There are two steam-driven generators of 225 kVA, 380 volts

(Continued on page 511)



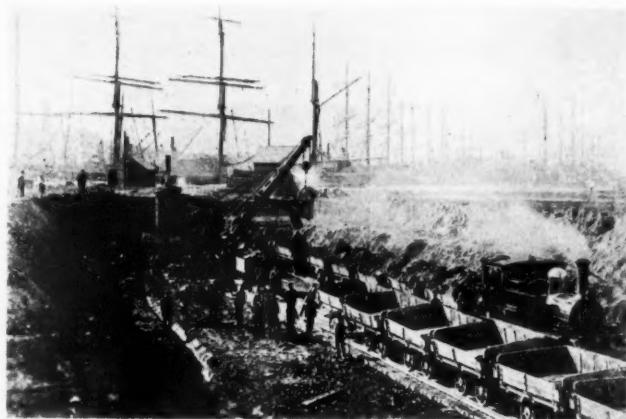
Prefabricated fore part of the "Kirkouk" being lowered into position

## ENLARGED DRY DOCK AT BARRY

VIEWS OF THE CONSTRUCTION OF  
THE LARGEST DRY DOCK IN SOUTH WALES

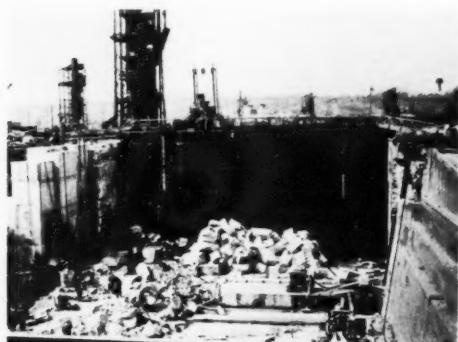


Above: A view of the first caisson under construction



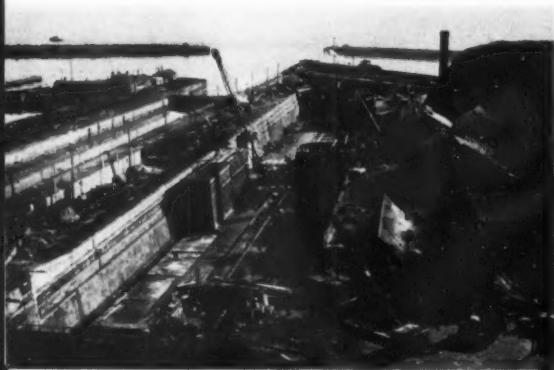
Right: The original docks being built in 1892. Indication of the period is given by the sailing vessels in the background

Left: The west side of the dock, showing the prefabricated mock altars. This method avoids the necessity of building a new solid wall



Right: The steel box dam—on loan from the Docks Executive—in position at the outer entrance

Below: A general view (left), showing the close proximity of the docks to entrance and locks, and (right) an end view emphasising the extensive reconstruction taking place



## Enlarged Dry Dock at Barry

### Largest Dry Dock in South Wales

WORK is almost completed on the reconstruction of the former Commercial Dry Docks at Barry, which were taken over by C. H. Bailey, Ltd., last year on a long lease from the Docks & Inland Waterways Executive. The old Commercial group consisted of two dry docks which could accommodate four vessels at the same time with single shoring only. The outer dock measured 360 ft. and the inner dock 420 ft., with a dividing caisson in the middle; and although the dock was 113 ft. wide at cope level, the entrances were restricted to a maximum of 55.5 ft., thus rendering the dock obsolete for modern vessels. The firm was granted the lease on condition that the necessary alterations were carried out to bring the dock up to date. Messrs. Maunsell, Posford & Pavry, of Victoria Street, London, were appointed consultants and a scheme was drawn up. The contract was placed with John Howard & Co., Ltd., Buckingham Gate, London, and work on the conversion was started in September, 1950.

On completion the dock will be the largest dry dock in the South Wales ports, the dimensions being 940 ft. long divided by a middle caisson. With the middle caisson in position the outer dock will be 445 ft. long and the inner dock 477 ft. long. The entrances will have a mean width of 77 ft. and the width of dock at cope level will be 99 ft. 6 in. Thus it will accommodate two modern cargo vessels at the same time or the largest vessel that is able to come into the port. The project, as a whole, was due to the driving force and foresight of Group Captain George Bailey, chairman, assisted by Mr. Charles Winn and the late Mr. George Waters, directors of C. H. Bailey, Ltd.

#### Novel Constructional Features

Some novel features were introduced into the construction by the consulting engineer. The caissons, for instance, are part steel and part concrete, and the outer shell consists of 12 in. by 12 in. channels riveted together, every other one in reverse, forming corrugations; they are fitted with wood capping faces. The caisson stops in the dock are constructed of fitted granite stones. On the west side of the dock prefabricated altars with fore and aft angle beams reduce the width at cope level by 14 ft. and the original altar wall remains intact. It is a non-tidal dock and draught over the sill is maintained at 21 ft. 6 in. minimum. This draught can be increased when necessary to 25 ft. 6 in.

The crane facilities include one 25-tons Butters Bros. Monotower electric travelling crane, operating from the west side of the dock and capable of lifting 8 tons from the east dock side. There are also one 11-tons diesel-electric travelling crane, one 12-tons and one 3-tons steam cranes. These cranes travel all round the

#### LAUNCH OF THE "KIRKOUK"

(Continued from page 509)

A.C. and one diesel-driven generator of the same capacity. The two Scotch boilers each have a heating surface of 2,800 sq. ft. and an output of 180 lb. per sq. in. All cargo pumps will be steam-driven. In the main pumproom four horizontal duplex double-acting main cargo pumps of 500 tons (water) per hour capacity and one horizontal duplex double-acting drain pump of 10 in. by 10 $\frac{1}{2}$  in. by 10 in. will be installed. The forward pumproom will have one horizontal duplex ballast pump 6 in. by 6 in. by 6 in. and a similar fuel oil pump.

The entire skin of the *Kirkouk* has been smoothed by sand jets. Experiments are being carried on with regard to the painting, which will be done with fireproof paint. This method is already in common use in some other countries, e.g. the United States. A disadvantage is, however, that surfaces painted with fireproof paint never shine; but the N.D.S.M. is now trying to make fireproof paint shine as brilliantly as ordinary paint.

dock. Ballasting will be done by a Sigma centrifugal pump with a capacity of 220 tons per hour. Oxygen and acetylene will be generated on site and on tap in both docks. Compressed air lines are laid all round the docks with ample capacity, and welding points are fitted at intervals round the docks and in the shops. Lighting is of the latest design. Adjacent to the dry docks C. H. Bailey, Ltd., have a repair berth 600 ft. long with a 12-tons Butters portable electric travelling crane. Pipelines will be installed from the repair berth to Cory Bros. tank farm about 300 yards away to handle light and heavy fuel oils, and the removal of sludge. The sludge will be separated with two Coastguard separators, each with a capacity of 150 tons per hour.

## ROUND THE SHIPYARDS

### Work in Progress in Northern Ireland

#### By THE SHIPPING WORLD'S OWN Correspondent

THE latest orders reported from the Belfast yards of Harland & Wolff, Ltd., are for a cargo steamship and an oil tanker, and they bring the total number of new ships contracted for this year to 18, thus exceeding the tally for 1950. The cargo vessel, of 5,700 tons with accommodation for 12 passengers, is for the Ulster Steamship Co., Ltd., and is slightly larger than another vessel already under construction at the Queen's Island for the same owners. Propulsion will be by double-reduction geared turbines giving a service speed of 16 knots.

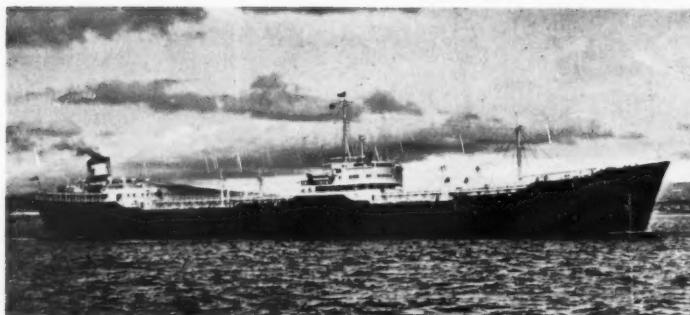
The oil tanker is for Anton Meidell's Rederi (A/S D/S Fjeld), of Bergen, and has the distinction of being the only tanker of 12,000 tons d.w. on order at Belfast, a mark of the tendency for ships of this kind to be of a much larger capacity. Two other tankers for Norway have also been in the news. On May 22 Harland & Wolff, Ltd., launched the *Tank King* (24,000 tons d.w.) for Sigurd Herlofson & Co., Oslo, and in the previous week they delivered the *Dalton*, a vessel of the same size and also powered by a diesel engine of the latest opposed-piston design, to Mr. Sigval Bergesen, Stavanger. At the launch of the *Tank King*, Sir Frederick Rebbeck, chairman and managing director of the builders, said that since July 1948 they had built 13 oil tankers for Norway and ten more were building or on order, representing a total of nearly 400,000 tons d.w. These figures indicate that details of two more orders have not yet been disclosed.

This month two ships are due to be launched at Belfast, making the aggregate for the half-year six ships of between 80,000 and 90,000 tons. The first will be the *Port Nelson*, a motor cargo and passenger vessel of 8,000 tons for the Port Line, Ltd., and the second the *Kenya Castle* (17,000 tons), another intermediate passenger and cargo steamship for the Union-Castle Line.

#### Working to Capacity

Although the launch of the *Tank King* has left a slipway in the Queen's Yard temporarily vacant, the establishment is working to capacity. Seventeen ships are on the stocks and six, including three aircraft carriers, are fitting out, with at least 14 others yet to be laid down. In view of the scale of this programme fears of a shortage of steel expressed by Sir Frederick Rebbeck owing to the lack of scrap are very real. The cut of 20 per cent, if carried out, is bound to cause delays and may also lead to reduced employment.

Other work at Belfast has included the taking in hand of the Railway Executive's cross-channel motorship *Hibernia* for the installation of Denny-Brown stabilisers, an operation which Harland & Wolff's have already carried out in her sister ship *Cambria*. The reconditioning of the Railway Executive's steamer *Duke of York* which lasted six months, has also been completed. In the course of this job berths for 180 additional passengers were provided, and the boilers were converted to oil burning.

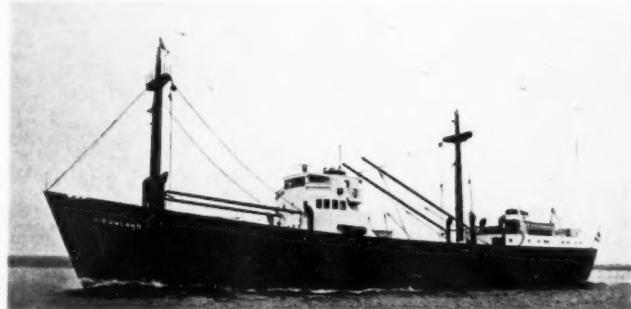


#### Norwegian Tanker "Dalfonn"

The single-screw motor tanker *Dalfonn* has been completed by Harland & Wolff, Ltd., Belfast, for Skibs A/S *Dalfonn* (Sigval Bergesen), of Stavanger. Of about 16,900 tons gross, she has a deadweight of 24,000 tons. Her principal dimensions are 623 ft. 6 in. length o.a., 580 ft. b.p., 78 ft. breadth moulded and 42 ft. 6 in. depth moulded to upper deck. There are 27 oil cargo compartments with two main cargo pump rooms and a forehold pump room. The propelling machinery has been supplied by the shipbuilders and consists of a 7-cylinder two-stroke single-acting B. & W. type diesel engine.

#### Cargo Motorship for Holland

The delivery has taken place of the single-screw cargo motorship *Nieuwland*, built by C. Van der Giessen en Zonen's Scheepswerven, Krimpen a/d IJssel. Ordered by Scheepvaart en Steenkolen Maats. N.V., Rotterdam, she is a vessel of about 690 tons gross, with a deadweight capacity of over 1,000 tons on a draught of 12 ft. 6 in. She has a length b.p. of 215 ft., breadth moulded 36 ft. and depth moulded to shelter deck of 20 ft. 6 in. Her single screw is driven by a 6-cylinder four-stroke single-acting diesel engine supplied by Werkspoor N.V. Amsterdam. This engine develops a normal output of 1,260 e.h.p. at 275 r.p.m., providing the ship with a loaded speed of 12½ knots. The *Nieuwland*, together with a sister ship now under construction, will operate between British and Dutch ports.



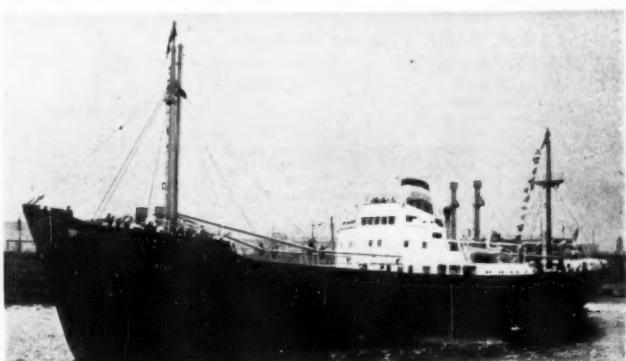
#### Motor Tanker "Gimle"

Of 10,499 tons gross, the single-screw motor tanker *Gimle* has been delivered to Tankrederiet Gefion A/S (Eiv. Evensen), Oslo, by Kockums Mek. Verkstad, Malmö. With a deadweight of 16,210 tons on a draught to summer freeboard of 29 ft. 10½ in., she has dimensions of 533 ft. 3 in. length o.a., 500 ft. b.p., 63 ft. breadth moulded and 38 ft. 6 in. depth moulded. There are ten centre and ten wing cargo oil tanks. Supplied by the shipbuilders, the propelling machinery comprises a 6-cylinder two-stroke double-acting M.A.N. type diesel engine, developing 6,000 s.h.p. at 110 r.p.m. and providing a loaded speed of 15 knots.



#### German Cargo Ship "Hestia"

A single-screw vessel of 1,660 tons gross, the cargo motorship *Hestia* has been delivered to her owners, Dampfschiffahrts-Gesellschaft "Neptun," of Bremen, by Aktien-Gesellschaft "Weser," Seebeckwerft, Bremerhaven. She has dimensions of 272 ft. 3½ in. length o.a., 42 ft. 11½ in. breadth, 25 ft. 9½ in. depth moulded to shelter deck and 17 ft. 10½ in. depth moulded to main deck. The deadweight capacity of the ship is 2,850 tons on a draught of 17 ft. 8½ in. The cargo holds have a total bale capacity of 180,000 cu. ft. A service speed of 12 knots is maintained by a single-screw set of Vumag diesel engines developing a total of 1,600 b.h.p.



## NEW CONTRACTS

Yards in Great Britain and Northern Ireland

Shipowners	No. of Ships	Type	Approximate Tonnages				Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
			Gross	Deadweight	Dimensions (ft.)	Speed (knots)				
Union S.S. Co. of New Zealand	1	Cargo	—	5,300	—	12	Si.-scr., 6-cyl. Sulzer diesel	2,410	Shipbuilders	Alex. Stephen
Burke Marke, Ltd.	1	Cargo liner	—	9,750	—	13.5	4-cyl. Dxford diesel	4,400	Shipbuilders	Swan, Hunter & Wigham Richardson, Wallsend
Esso Shipping Co.	6	Tankers	—	26,800 (each)	628 o.a. 82	16	Geared turbine	12,500	—	Newport News S. & D. D. Co., Gotaverken, Gothenburg
Hvalfang, Vestfold (Johan Rasmussen & Co.), Sandefjord	1	Tanker	—	17,500	—	—	—	—	—	—
Horn Linie, Hamburg	1	Cargo	4,000	7,000	—	—	Diesel	—	—	Deutsche Werft, Hamburg
Schulte & Bruns, Emden	1	Cargo	700	1,200	206.7 34.8	—	Diesel	—	—	Schulte & Bruns Werft und Dockbetrieb, Emden
Lake Tankers Corp., New York	1	Towboat	650	—	142 (long)	—	Tw.-scr. diesel	3,200	—	St. Louis B. & Steel Co., Mo.

## LAUNCHES

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages				Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight	Dimensions (ft.)	Speed (knots)				
May 21	Port of London Authority	Plagal (662)	Tug	204	—	—	—	Tw.-scr. diesel	—	—	Richard Dunston, Hessle
May 23	British Tanker Co.	British Maple (792)	Tanker	8,600	12,250	490 o.a. and 464 b.p. 61.75 34	11.5	Si.-scr., 4-cyl. 2-str. Dxford diesel	—	N.E. Marine	Sir James Laird
May 23	Crown Agents for Colonies	Nyati (1430)	Harbour tug	359	—	—	—	—	—	—	A. & J. Inglis, Lithgow
May 24	A/S Kristian Jelena Rederi, Bergen	Telnes (1062)	Tanker	11,000	16,000	—	—	Diesel	—	—	—
May 24	Motorvisscherij, N.V., Ostend	Van Orley	Trawler	580	—	170 29	15.25	Si.-scr. tr.-exp. steam	—	Chas. D. Holmes	Cook, Welton & Gemmell, Chas. Connell
May 25	A/S Jacob Kjode, Bergen	Hornblower (468)	Tanker	10,500	16,000	—	—	Si.-scr. diesel	—	John G. Kincaid	—
Mar. 30	Schulte & Bruns	Henriette Schulte (243)	Cargo	6,220	10,000	439.75 57.75	12	M.A.N. diesel	3,350	—	Nordsee-werke Emden G.m.b.H.
Mar. 30	Cie. de Transports Oceaniques	Tohoro (756)	Cargo liner	4,000	7,000	380 b.p. 56 36.92	14	Si.-scr., 6-cyl. 2-str. Sulzer diesel	4,200	—	C. van der Giessen Zonen's Scheeps-kring en d'Ysel
Mar. 31	Roland Schiffahrts G.m.b.H.	Saarstein	Cargo	2,700	4,700	392.42 50.16	12	M.A.N. diesel	2,400	—	Bremer Vulkan Werf de Nord, Alkmaar, Holland
Mar. 31	Cie. de Transports Océaniques	Toroa (626)	Cargo liner	4,000	7,300	433 o.a. 59 25.9	15.5	B-cyl. 2-str. Sulzer diesel	5,600	—	Deutsche Werft
April 7	Afrikanische Frucht Cie.	Perseus (S.627)	Refrig cargo	3,000	3,500	414.16 50.83 20.16 (draught)	15	6-cyl. M.A.N. diesel	4,100	—	Rotterdamse Droogdok Maats. Kristiansand M.V.
April 16	Zim Israel Nav. Co.	Rimon (281)	Cargo	2,300	—	352.6 46.6 28.2	14	Si.-scr., 10-cyl. diesel	3,000	—	—
April 21	A/S Anatina (M. Chr. Stray), Kristiansand Hafnium-Amerika Linie	Aquila	Cargo	2,000	3,500	290 b.p. 45.92 22.33	—	Nordberg diesel	1,800	—	—
April 21	Hamburg-Amerika	Duisburg (444)	Cargo	2,700	4,800	362.25 o.a. and 333 b.p. 48.5 21.16	12	Sulzer diesel	2,300	—	Lubbecker Mach. Ges.
April 23	Soc. Gen. de Transports Maritimes a Vapeur	Mont Viso	Cargo	4,530	8,000	410.1 55.8 38.2	13	Dble.-red. geared Parsons turbine	4,000	—	Ch. de Normandie, Grand Quevilly
April 24	Louis Dreyfus & Cie.	Pierre L. D. (207)	Cargo	6,000	9,200	470.9 o.a. 60 38.4	14	B. & W. diesel	5,250	Schneider & Cie.	Soc. des Atel. et Ch. de France, Dunkirk

## TRIAL TRIPS

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages				Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight	Dimensions (ft.)	Speed (knots)				
May —	British Electricity Authority	Brimsdown (341)	“Flatiron” collier	1,837	2,680	257 b.p. 39.5 18.5	—	Si.-scr., tr.-exp. steam	800	N.E. Marine	Burritsland
May —	United S.N. Co.	Dalmore (1058)	Tanker	9,800	15,000	496 64.2 37	—	Si.-scr., 4-cyl. diesel	—	D. Rowan	Lithgow
May —	Calcutta Port Commissioners	Nadia (793)	Buoy-lifting vessel	1,170	—	200 b.p. 37 19.5	12	Tw.-scr., tr.-exp. steam	—	Shipbuilders	Wm. Simons
May —	Railway Executive (S. Reg.)	Shanklin (1452)	Passenger	840	—	200 o.a. 46 8.3	14.5	Tw.-scr., 8-cyl. Sulzer diesel	1,900	Shipbuilders	Wm. Denny
May —	Overseas Tankship Corp., New York	Caltex Liege (747)	Tanker	11,900	17,200	544.875 and 515 b.p. 70 39.75	15	Si.-scr., dble.-red. gear Parsons turbine	7,300	Shipbuilders	S. A. John Cockerill, Hoboken
May —	Joseph Huret & Cie., Bordeaux	Jutland (217)	Trawler	1,600	1,800	229.7 38.55 20.7	12	6-cyl. 4-str. B. & W. diesel	1,400	—	Frederikshavn Vaerft Howaldtsvaerke, Kiel
May 14	Karl Grammersdorf	Karl Grammersdorf (910)	Cargo	2,352	4,575	310.1 46.9 29.3	12	7-cyl. M.A.N. diesel	2,300	—	—

## MARITIME NEWS IN BRIEF

From Correspondents at Home and Overseas

**T**HE WORK of installing the gas turbine in the Shell tanker *Auris* is to be carried out by R. & W. Hawthorn, Leslie & Co., Ltd., builders of the ship. The ship is due at the yard this month, and the work of installation is expected to take two or three months. The gas turbine, which has been built by the British Thomson-Houston Co., Ltd., will be the first to be installed in a merchant ship. At present the *Auris* has diesel-electric propulsion, and the gas turbine will replace one of the four diesel prime movers.

AMONG vice-presidents of the Institute of Transport elected for the year 1951-52 are Mr. F. D. Arney, general manager of the Port of Bristol Authority; Mr. J. W. S. Branker, general manager (international affairs), British Overseas Airways Corporation; and Mr. C. T. Brunner, director and joint general manager of Shell-Mex & B.P., Ltd.

MR. EMANUEL HOGBERG, managing director of the Svea Shipping Company and chairman of many other companies, is the new chairman of the Swedish Shipowners' Association. He succeeds Mr. K. R. Bokman, chairman and managing director of Swedish Lloyd.

MR. H. LLOYD OWEN, underwriter of the Alliance Assurance Co., Ltd., has been unanimously re-elected chairman of the Joint Cargo Committee for the ensuing year. Mr. R. A. J. Porter, of Lloyd's, has been unanimously re-elected deputy chairman.

THE HON. G. H. G. WILLIAMSON and Mr. G. S. Hunter have been elected chairman and deputy chairman, respectively, of the London board of the British & Foreign Marine Insurance Co., Ltd., for the ensuing year.

MR. W. F. FREEMAN and Mr. D. L. J. Mortelman have been appointed directors of the General Steam Navigation Co., Ltd.

\* \* \*

**T**HE ADDITIONAL berth which, as reported recently in *THE SHIPPING WORLD*, has been acquired by Bartram & Sons, Ltd., Sunderland, will increase the area of their shipyard by about one-fifth. The new berth has been leased from the River Wear Commissioners, and the equipment already on the site purchased from the Admiralty. In addition, one of the existing berths is to be extended about 70 ft., with a corresponding extension to the crane tracks on either side of it, and the depth of dredging in the south outlet to the South Dock is to be increased. The alterations will enable the company to build bulk carriers of up to about 16,500 tons d.w.

THE AMERICAN passenger liners *Marinosa* and *Monterey*, each of 23,500 tons gross, are to be used as trooperships. Owned by Matson Lines, they have been lying idle since 1947, when work on their reconversion after wartime service was stopped, due to the high cost. They were to have re-entered their prewar run between U.S. ports and Australia. The U.S. Maritime Board has now ordered a 20,000-dollar survey to determine a fair price for their purchase.

THE POLISH liner *Batory*, recently banned from the Port

of New York, is to commence a regular passenger service between Southampton, Karachi and Bombay, calling at Gibraltar, Malta, Port Said and Aden en route. The ship will thus be engaged entirely in cross voyaging.

THE Tees District & Whitby Shipowners' Association and the Teesside Chamber of Commerce have elected Mr. W. Headlam (Headlam & Sons, Ltd., shipowners, Raithwaite) a representative of the Tees and Whitby on Lloyd's Register of Shipping general committee.

THE Royal and Merchant Navy Ball, in aid of King George's Fund for Sailors, will be held at the Dorchester Hotel, Mayfair, on June 19.

A NOTIFICATION of accession to the International Convention for the Safety of Life at Sea, 1929, has been received in London from the Government of Haiti.

\* \* \*

**T**HE South and South East African Conference Lines have announced that, owing to substantially increased operating costs, it has become necessary to make a moderate increase in outward and homeward rates of freight between the United Kingdom/Continent and South and South-East Africa. The revised rates of freight will apply to all shipments by vessels starting to load at each port individually on and after July 1.

THE Blith Dry Docks & Shipbuilding Co., Ltd., has laid the keel of a 7,000-tons newsprint carrier for Barberry's Steamship Co., Ltd. The ship was ordered three months ago and was the yard's first order for about two years. Since then three further orders, including two for 18,500-tons d.w. tankers, have been received.

THE Anglo-Saxon Petroleum Co., Ltd., has increased the value of the "Shell" scholarship in the training ship *Centaur* from £100 per annum to the amount of the full fees, i.e., £215 per annum. The scholarship will be awarded annually, is tenable for two years, and will be available in September of each year.

THE FAIRFAY AVIATION CO., LTD., has announced that Mr. A. Vines has been appointed production manager responsible for production at all the company's factories. His chief immediate task will be to supervise production of the new Fairfay 17 anti-submarine carrier-operated aircraft for the Royal Navy.

THE 10,000-tons steamer *Warkworth*, belonging to R. S. Dalglish, Ltd., Newcastle-on-Tyne, is to load a cargo on the Tyne in July for Port Churchill, Canada. The *Warkworth* will be among the first ships to arrive at Port Churchill during its ice-free period from August to October.

THE yawl *Amaryllis*, which was sailed round the world by Lieut. G. H. P. Muhlhauser, R.N.R., and afterwards became a training ship for cadets of the Royal Naval College, Dartmouth, is to be sunk off Start Point on June 12.

THE 611-ton gross vessel *San Basilio* is to be broken up at Sunderland by C. W. Dorkin & Co. The vessel is built of iron and was launched in Finland in 1876.

MR. P. EMANUEL HOGBERG, managing director of The Svea Shipping Company (Stockholms Rederi A B Svea), of Stockholm was elected chairman of the Swedish Shipowners' Association at its annual meeting in Stockholm. Mr. Hogberg is also chairman of Norrlands Angfartygs Assuransforening, A B Finnbona Varf, A B Svenska Oljeslagerierna and several other companies. He is also on the boards of a number of companies and is managing director of the Saturnus Shipping Company. In 1949 he was president of the Baltic and International Maritime Conference at Antwerp.



CAPTAIN C. D. SCHERMULY, D.C.M. chairman and managing director of The Schermuly Pistol Rocket Apparatus, Ltd., is the third son of the late Mr. William Schermuly who, in 1897, invented the first practical ship's line-throwing device. Capt. Schermuly, after distinguished service during the First World War, rejoined his father's business. On the death of his father in 1929 he succeeded as managing director of the company. In 1950 he was awarded the order of the Icelandic Falcon in recognition of the work of his company in promoting the safety of life at sea.



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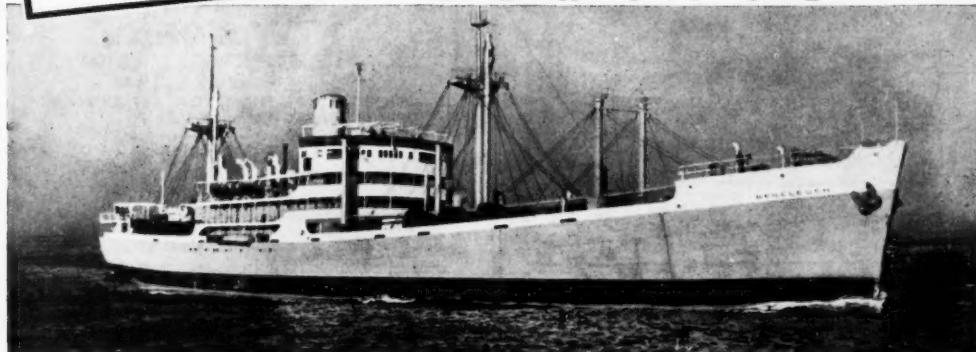
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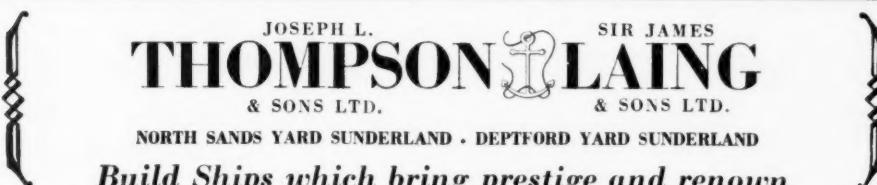
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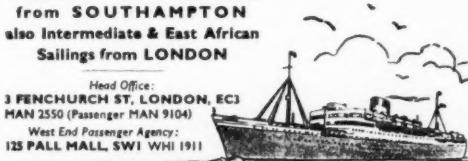
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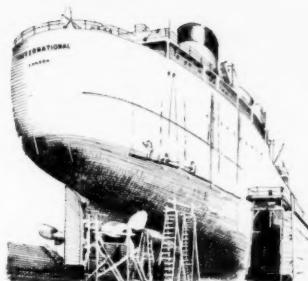


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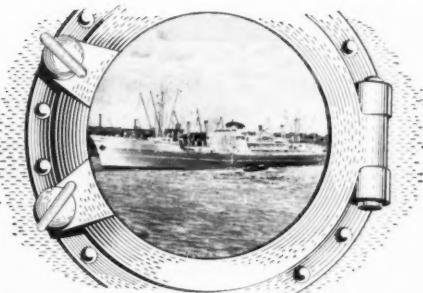
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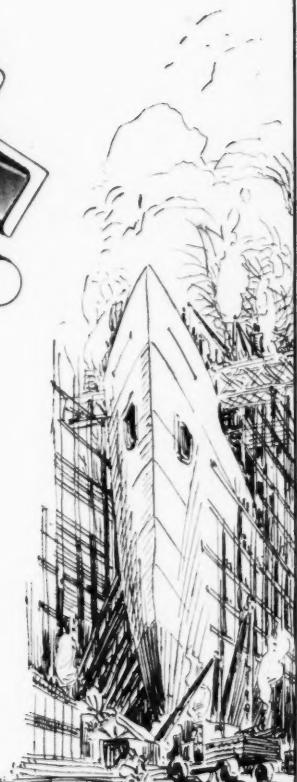
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